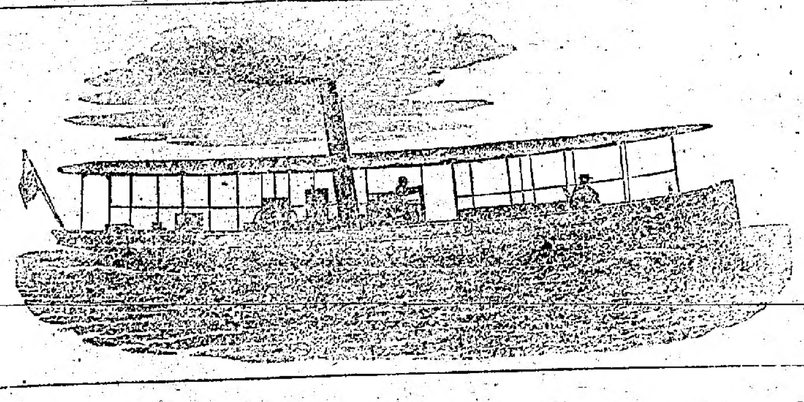
The China Mail.

ESTABLISHED 1845.

No. 11,434. 號八廿月十年九十九百八千一英 HONGKONG, SATURDAY, OCTOBER 28, 1899. 日四廿月九年亥己 PRICE, $2.50 per Month.

Business Notices.



W. S. BAILEY. TELEGRAMS: 'CONTRACT.' E. O. MURPHY, Wh. Sc., A. I. MECH. E.

BAILEY & MURPHY,

Consulting and Superintending Engineers, Contractors and Surveyors.

Supervision, Surveys, Reports, Estimates and Plans of all Classes of Steamers and Machinery.

ANHEUSER-BUSCH BREWING ASSOCIATION

Lager Beer.

FOR SALE BY

W. G. HUMPHREYS & Co.,
Sole Agents.

Hongkong, Oct. 10, 1899. 2246

TENDERS MARKED 'TENDER for FREIGHT' and Addressed to the COMMODORE, H.M. NAVAL YARD, will be received up to Noon of the 15th November, for the conveyance to England of about 600 tons STORES, including heavy GUNS and COMBUSTIBLES. Shipment will be required to be made in accordance with H.M. Transport Regulations and no Ship sailing under a Foreign Flag will be accepted.

Forms of TENDER and any particulars may be obtained on application to the Naval Store Officer, H.M. Naval Yard.

By Order,

H. SIMMINS,
Naval Store Officer.

Hongkong, October 21, 1899. 2319

TEBRAU PLANTING COMPANY, LIMITED.

IN Accordance with ARTICLE No. VIII., PARAGRAPH 3, of the ARTICLES of ASSOCIATION of the COMPANY, INTEREST at the Rate of $10 Per Cent. per Annum is being CHARGED on ALL UNPAID CALLS.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, Sept 27, 1899. 2150

FOR TEN DAYS ONLY—

CHEAP SALE!

GREAT REDUCTIONS!!

ALL KINDS OF JAPANESE CURIOS.

D. NOMA,
12, *Beaconsfield Arcade,*
Opposite the CITY HALL.

Hongkong, October 25, 1899. 2333

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING to be held at its Registered Offices, 38 and 40 Queen's Road Central, on WEDNESDAY, the 1st day of November Next, at Noon.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

Hongkong, October 24, 1899. 2342

METROPOLE HOTEL.

A SUBSCRIPTION DANCE will be given at the above HOTEL, SAUKIWAN ROAD, on the 3rd November, 1899. First-Class String Band in attendance.

Tickets may be had from Messrs. BREWER & Co., Queen's Road.

S. J. GRANVILLE,
General Manager and Prop.

Hongkong, October 27, 1899. 2360

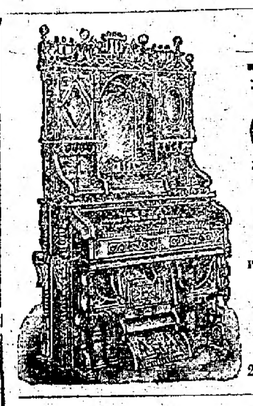
KANG ON,

CONTRACTOR,

30, D'AGUILAR STREET, HONGKONG,

CONTRACTS for Local and Coast Port BUILDINGS of all descriptions, Supplying TIMBER, BRICKS, GRANITE, and all BUILDING MATERIALS at very MODERATE PRICES, and undertakes the engagement of CARPENTERS, SMITHS and MASONS.

Hongkong, August 12, 1899. 1822



AMERICAN ORGANS. - -

Lane, Crawford, & Co. have on View a few Select Models of the Celebrated

PRICES FROM $200 UP. NEEDHAM ORGANS

BABY ORGANS, $30. $40, $60, and $120.

2241 - - - MONTHLY PAYMENTS ACCEPTED.

NEW PIANOS.

ARRIVING 28TH OCTOBER.

Bechstein, Chappell Haake and Transposers
Self-Playing 'Symphony' Mason & Hamly Organs.

2367 ROBINSON PIANO & Co.

FURTHER IMPROVEMENTS IN THE

HONGKONG HOTEL.

NEWLY FURNISHED ROOMS ON FIRST FLOOR, OLD BUILDING.

EVERY COMFORT AND CONVENIENCE PROVIDED FOR GUESTS 2196

MANILA CIGARS.

ALHAMBRA - - - FACTORY

HARVEY'S ROYAL TAWNY PORT.

THE DUC DE MONTEBELLO CHAMPAGNE

Hongkong Agent: W. HUTTON POTTS.

Office: DAIRY FARM BUILDING, *Below Glenealy.*

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON	*Jacz* *	G. W. GORDON, R.N.R.	About 2nd Nov.
Y'MA, Via S'HAI, N'KI, and KOBE	*Japan*	G. K. WRIGHT, R.N.R.	About 4th Nov.
LONDON	*Shanghai*	F. C. A. LYON, R.N.R.	About 16th Nov.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, October 25, 1899. 2287

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $18 per SHARE for the year 1898, EQUIVALENT to 36% on the PAID-UP CAPITAL of $50 per SHARE, has been Declared.

WARRANTS will be issued on the 13th October.

By Order of the Board,

DOUGLAS JONES,
Secretary.

Hongkong, October 12, 1899. 2259

LOST.

A PINK and GREY-BREASTED PARROT. Anyone finding same will be liberally Rewarded on returning same to 23, LYNDHURST TERRACE.

Hongkong, October 25, 1899. 2349

WANTED.

A THOROUGHLY COMPETENT BOOKKEEPER (PORTUGUESE), for Manila.

Address 'F.J.,'
Care of 'CHINA MAIL' Office.

Hongkong, October 24, 1899. 2343

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—*PRAYA.*

TRADE MARK. BELL'S ASBESTOS.

BELL'S ASBESTOS PACKINGS ARE THE BEST.

BELL'S BOILER COMPOSITION IS THE BEST.

BELL'S ENGINE OIL IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD,
MANAGERS.

1789

CHAMPAGNE.

19 GOLD MEDALS.

ROUSILLON & Co.

A High-Class Champagne at a Moderate Price.

Supplied to the Aristocracy, Governors of Colonies, Admirals of the Fleet, &c., &c.

PRICE PER DOZEN QUARTS	$36.00
" 2 DOZEN PINTS	40.00

LANE, CRAWFORD & CO.,
SOLE AGENTS.

2360

WILKINSON, HEYWOOD & CLARK, LTD.,

(*PROPRIETORS OF* DAVID STORER & SONS),

LONDON—LIVERPOOL—PARIS,

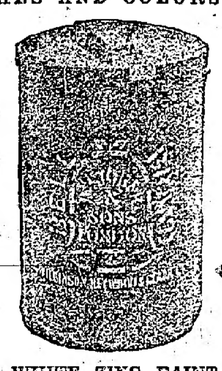
AND

PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS

BELL BRAND

PAINTS OF ALL COLORS, WHITE LEAD, WHITE ZINC, RED LEAD, TURPENTINE, COPAL VARNISH AND PALE BOILED LINSEED OIL



It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to

BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.

(*All Kegs Bear a Green St. Andrew's Cross.*) 516

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CREME OF WHISKIES.

PURE AND MILD.

Sole Importers,

F. BLACKHEAD & Co.

742

Dewar's Whiskies, $12 and $14.

TEACHER'S 'HIGHLAND CREAM, $12.00.

CLUB WHISKY, $12.00.

F. O. S. VERY OLD SCOTCH, $15.00.

TRADE MARK. 和record

Hong Name YUEN WO TELEPHONE No. 135.

SOLE AGENTS:

H. PRICE & Co.,
12, QUEEN'S ROAD.

2361

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY STATION, 1350 feet above Sea Level.

CRAIGIEBURN is Situated at PLUNKETT'S GAP, five minutes' walk from the PEAK HOTEL.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze in Summer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

2 City OFFICE 7, DUDDELL STREET. Geo. J. Cassanova, *Manager.*

Business Notices.

Over SIXTY YEARS WORLD-WIDE REPUTATION.

FOR QUALITY! PURITY! EXCELLENCE!

Pronounced by the HIGHEST MEDICAL AUTHORITIES the most

WONDERFUL PURIFIER OF THE HUMAN BLOOD.

WILKINSON'S SARSAPARILLA

The Most Reliable Remedy for RHEUMATISM, Eruptions, and the BEST PREVENTIVE of ILLNESS.

The most Reliable Remedy for TORPID LIVER, DEBILITY, WEAK & LANGUID FEELINGS.

EVIDENCE OF SUPERIORITY.

"We cannot speak too highly of it."—LANCET.

"We recommend your SARSAPARILLA."—MEDICAL REVIEW.

"The only preparation for removing what may be called the sequelæ of a mercurial course."—Sir R. MARTIN.

"I am never without it, for when feeling depressed or out of sorts from anxiety or fatigue, a dose or two invigorates me."—The late Lord CLYDE.

"Your extract of RED JAMAICA SARSAPARILLA cured me of a Torpid Liver when all other medicines had failed."—EARL OF ALDBOROUGH.

BEWARE OF IMITATIONS AND REFUSE ALL SUBSTITUTES.

WILKINSON'S SARSAPARILLA CLEANSES THE BLOOD OF ALL DANGEROUS HUMOURS.

Sold by all Chemists and Storekeepers.

E16 HONGKONG: DAKIN, CRUICKSHANK & Co., A. S. WATSON & Co., &c.

CARLSBAD SALTS.

THE CHOSEN TONIC OF ROYALTY,

IS AN UNFAILING CURE FOR

INDIGESTION, DEBILITY, LOSS OF APPETITE, NEURALGIA,

AND DISORDERS OF THE

STOMACH, LIVER, AND KIDNEYS.

Refreshing! Invigorating! Restorative!

IT GIVES

HEALTH, STRENGTH, & ENERGY.

2321 WATKINS, LIMITED.

GREEN ISLAND CEMENT CO.,

LIMITED.

FIRE CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to

1292 SHEWAN, TOMES & Co., *General Managers.*

JUST RECEIVED.—A CONSIGNMENT OF

Cadbury's CHOCOLATES.

EMPRESS CHOCOLATE.

CHOICEST CHOCOLATE. CHOCOLATE CREAMS.

CHOCOLATE JORDAN ALMONDS.

ASSORTED CHOCOLATE, in Fancy Boxes and Bags.

CADBURY'S COCOA, in ¼ and ½ lb. Tins.

1763 THE VICTORIA DISPENSARY.

COTTAM & Co.,

FOR

AMERICAN BOOTS AND SHOES, O'BRIAND TRUNKS, AND CHRISTY'S AND TOWNEND'S HATS.

1675

THE PHARMACY,

10 Queen's Road Central (Formerly occupied by Levy Hermanos.)

THIS Business has been under entirely New Management since August 1st. All Prescriptions dispensed by a qualified Chemist. Special attention paid to French and all other Foreign formulæ.

ENGLISH AND FOREIGN PATENT MEDICINE.

Homœopathic Medicines.
Medicine Chests Refitted.
Wines and Spirits.
Manila Cigars (*Direct from Makers*).

Manager, RICHARD FLINT.

1832

JUST LANDED.

GIESLER & Co.'s CHAMPAGNE.

MAGNUMS, BOTTLES AND HALF-BOTTLES.

One of the most Popular Brands in ENGLAND and the UNITED STATES.

CALDBECK, MACGREGOR & Co.,
Sole Agents for
Hongkong, China, Japan, the Straits Settlements, the Philippines and British North Borneo.

Telephone 75.
15, QUEEN'S ROAD.

Hongkong, October 19, 1899. 2300

W. POWELL & Co.

THE VERY LATEST EX. S. S. *SHANGHAI,*

AN UNPRECEDENTED SHOW OF FASHIONABLE WINTER GOODS NOW ON VIEW.

W. POWELL & Co.,
Immediately Opposite Post Office, 1st Floor.

1037

Intimations.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, ON

MONDAY,

the 30th October, 1899, at 2.30 p.m., at No. 34, Queen's Road Central, (TOP FLOOR, above Messrs. W. POWELL & Co.)—

A QUANTITY OF

HOUSEHOLD FURNITURE,

Comprising:—

BRASS-MOUNTED DOUBLE BEDSTEADS, TEAK WARDROBES with GLASS DOORS, MARBLE TOP WASHSTANDS, TOILET TABLES, VIENNA and RATTAN CHAIRS, Etc., Etc.

On View from *Saturday*, the 28th Oct. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMERT, *Auctioneer.*

Hongkong, October 26, 1899. 2357

GOVERNMENT NOTIFICATION.

No. 564.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3 p.m., are published for general information.

By Command,

J. H. STEWART LOCKHART, *Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE, Hongkong, 14th October, 1899. 2334

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of October, 1899, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

Particulars of the Lot.

No. of Sale.	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Rural Building Lot No. 102.	Barker Road.	ft. 70	ft. 70	ft. 70	ft. 70	4,900	$ 28	$ 590

GOVERNMENT NOTIFICATION.

No. 565.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 30th day of October, 1899, at 3.15 p.m., are published for general information.

By Command,

J. H. STEWART LOCKHART, *Colonial Secretary.*

COLONIAL SECRETARY'S OFFICE, Hongkong, 14th October, 1899. 2335

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of October, 1899, at 3.15 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 21 Years.

Particulars of the Lot.

No of Sale.	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Garden Lot G.	Caine Road.	115	146	43	37½	5,109	18	250

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has been instructed to Sell by PUBLIC AUCTION, ON

THURSDAY,

the 16th day of November, 1899, at 3 o'clock p.m., at his OFFICES, DUDDELL STREET,—

THE FOLLOWING VERY VALUABLE PROPERTY, IN TWO LOTS.

LOT 1.—INLAND LOT No. 297. Area 3192 square feet. Term of 999 years from the 25th of June, 1859. Crown Rent $35.16. Nett Rental per annum $155.68. Assessed Rental $455.

LOT 2.—INLAND LOT No. 511. Area 2795 square feet. Term 999 years from the 21st of July, 1856. Crown Rent $42. Nett Rental per annum $1,019.28. Assessed Rental $790.

The Lots will be sold under the same particulars and Conditions of sale (in so far as they are applicable to this Property) as they were put up for sale under on the 19th October last, which can be obtained from

THE AUCTIONEER, or from Messrs. DEACON & HASTINGS, *Vendor's Solicitors.* 35, Queen's Road.

Hongkong, October 27, 1899. 2363

Not Responsible for Debts.

NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ADOLPH OBRIG, American barque, Capt. Amesbury.—STANDARD OIL Co.

HUTTON HALL, British ship, Captain Thurber.—Chas. E. Richardson & Co.

MANUEL LLOGUNO, American ship, Capt. C. V. Small.—Siemssen & Co.

MAY FLINT, American ship Captain Banfield.—Standard Oil Co.

Entertainment.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB, Will give Two Performances of Mr. A. W. PINERO'S LAUGHABLE FARCE

'THE MAGISTRATE,'

ON

SATURDAY, 4th November, 1899, AND MONDAY, 6th November, 1899.

Commencing each EVENING at 9 p.m. precisely.

Dress Circle, $3. Stalls, $2. Pit, $1. Half-Price to Pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the BOOKING OFFICE of the THEATRE, CITY HALL, on and after MONDAY, 30th October, at 10 a.m.

The Booking Office will remain Open from that date from 10 a.m. to 4 p.m. daily. Late Trams will run ½ hour after the fall of the curtain.

E. W. MITCHELL, *Hon. Secretary.*

Hongkong, October 21, 1899. 2315

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *PEKIN.*

FROM BOMBAY & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Good not Cleared by the 29th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, October 23, 1899. 2324

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship *Kintuck*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and place at their risk, into the Godowns of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st November, at 4 p.m. will be subject to rent.

No Fire Insurance has been effected by us in any whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

Optional Goods will be landed here unless instructions are given to the Company before Noon To-day.

HOLLIDAY, WISE & Co., *Agents.*

Hongkong, October 20, 1899. 2352

STEAMSHIP *ANNAM.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of cargo from LONDON and HAVRE, ex s. s. *Dordogne*; from BORDEAUX, ex s. s. *Ville de Montevideo*, and *Ville de Buenos Ayres*, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-Day, the 23rd Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 30th October, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Monday, the 30th October, or they will not be recognized.

All Damaged Packages will be examined on Monday, the 30th October, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, October 23, 1899. 2328

NIPPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's S. S. *Hokuta Maru*, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-DAY.

Goods not cleared by the 1st Proximo will be subject to rent.

All Ship-damaged Packages must be left in the Godowns where they will be examined on WEDNESDAY, the 1st Proximo, and SATURDAY, the 4th Proximo, both days at 10 a.m., upon notice of such Damage being sent in beforehand to this Office.

All Claims must reach the undersigned before the 4th Proximo, or they will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, Oct. 26, 1899. 2364

Intimations.

'THE OCEANIA.'

LITHOGRAPH, PRINTING, AND BOOK-BINDING ESTABLISHMENT.

Worked under skilful management and supervision and with mo'ern appliances, is prepared to execute work of every description in LITHOGRAPHY, PRINTING, and BOOK-BINDING with promptitude, careful attention and at moderate terms.

Apply to 'THE OCEANIA' OFFICE, *No. 13 and 14, Beacon-field Arcade, Queen's Road Central, Hongkong.*

Hongkong, September 15, 1899. 2066

CARMICHAEL & BARLOW,

Consulting Engineers, Surveyors and Contractors,

QUEEN'S BUILDINGS.

DESIGNS and Specifications Prepared for any Class of STEAMER, LAUNCHES and LIGHT DRAUGHT VESSELS, a Speciality. Contractors for the supply and erecting of any Type of Machinery. New Work and Repairs Supervised.

New and Second-hand LAUNCHES FOR SALE.

Telegrams: 'CELESTE' Hongkong. Telephone 232.

H. F. CARMICHAEL. B. J. BARLOW.

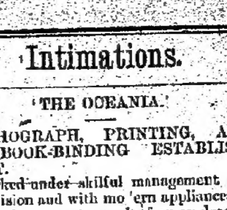
Hongkong, April 1, 1899. 836

JAPANESE FINE ART CURIOS.

KUHN & KOMOR,

21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 36, Division Street, Kobe.

Blickensderfer Typewriters.



These are simple, rapid, strong, compact, and durable machines, and for commercial offices and literary men they are far in front of every other machine made at the price.

ARRATOON V. APCAR & Co., 2117 *No. 43, Wyndham Street.*

KWONG YEE ON,

PROVISION DEALER, SHIP CHANDLER AND GENERAL STORE KEEPER.

Special Prices to HOTELS, CANTEENS and SHIPPING.

Careful Attention given to Coast Port Orders.

A trial will prove my Goods to be the Cheapest and Best in the Market.

No. 31, HING LUNG STREET.

Hongkong, March 27, 1899. 775

NEW VOLUME—24.

CHINA REVIEW

No. 1 CONTAINS ARTICLES ON

Chinese Porcelain, by Dr. S. W. Bushell.
The Chinese Drama, by T. K. Dealy.
Chinese Grammar, by E. H. Parker.
The Tao-Teh King, by C. Spurgeon Medhurst and Dr. P. J. Maclagah.
Progress in Old Turkish Discoveries, by E. H. Parker.
Manchu and Latin, by Rev. Dr. J. Edkins.
Navigation of the Upper Yangtsze, by E. H. Parker.
Notes and Queries, Etc., Etc.

Subscription, $6.50 per Volume, Post free.

FUJIYAMA & Co.

DEALERS in all Kinds of JAPANESE CURIOS, and THINGS JAPANESE.

AT MODERATE PRICES.

No. 9. D'Aguilar Street.

Head Office, No. 82, Sannomiyacho, 1 Chome, Kobe, Japan.

Hongkong, January 9, 1899. 82

JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of

G. C. ANDERSON, No. 13, Praya Central.

Hongkong, March 1, 1899. 516

THE NEW FRENCH REMEDY.

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1

in a remarkably short time, often a few days only removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2

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THE BRITISH WAR OFFICE.

BY ONE WHO WAS IN IT.

The Dreyfus case has doubtless made many Englishmen ask if there can be any resemblance between the French War Office and our own, which at present dwells, like a vast polyp, in the caves of Pall Mall. If, indeed, the house is any index to the individual, then, of a surety, our War Office is not organic—not a whole, but a series of almost disconnected parts. It has grown with the national needs no doubt, but it has not kept pace with them, and it still retains many marks of its various origins upon it. It is full even now of useless survivals and absurd anachronisms. I fear that the more it changes the more it remains the same thing, and that what it was twenty years ago it may be now, in spite of Lord Wolseley and his newer methods. As a matter fact, I have entered its sacred precincts a hundred times since I left the Civil Service, and little that I have seen in the departments where my work lay makes me imagine any very radical changes for the better have taken place. One may imagine any form of hole-and-corner intrigue flourishing in its dens and caverns, in its peculiar and sombre obscurity, and reforms might struggle to the light as uselessly as a neglected potato in a cellar. It lacks homogeneity; there is an old conflict within its walls. The Civil Staff still sneers at the Military Staff, and relates stories of the A. G. or the A. A. G., or the D. A. A. G. having spilt 'accommodation' with a single 'mule' of some soldier stylist suggesting the use of two teams of oxen 'to surmount a ford.' And the Military Staff still regrets that it cannot on pressing occasions give the Civil head of a department 'cells,' or decorate the Permanent Under Secretary with that C. B. which means 'Confined to Barracks.' As long as the W. O. exists in its present form, such friction is likely to continue. The best one can say for it is that it represents a reasonable equality between the two elements which may prevent either getting absolutely on top as the Military element has done in France. But it is bad business after all.

In my times (and even now I discern no great difference), some departments were overmanned and some were undermanned. The entire staff of some rooms idled and played for days, while another room was overwhelmed with work, half of which need never have been done at all. Evolution in its course might be studied to advantage by eminent naturalists in Pall Mall, for the W. O. is full of rudimentary appendages which die very slowly of disuse. The members employed were supposed to compose a staff sufficient for emergencies, but when wars and rumours of wars arose, some gentlemen still continued doing nothing with dignity, while others slaved at the unnecessary from eleven till five, or perhaps later. Even when the Office was in the agony of delivering half a Brigade (with half its Transport), a Staff Officer could still be found to write 'No Remarks' on papers with which his branch had ceased to have anything actual to do for half a century. The 'writers,' or copyists, who alone were paid for their overtime, continued with a trained intelligence in appearing busy, to put off working till overtime began. When they had really done there remained no official to check them, and another hour's overtime at tenpence an hour was made, as they sat round the fire smoking and discussing their superiors or the music-halls. In one room I was credibly informed boxing gloves were kept, in another foils. In one department, the juniors (second division clerks and writers) had invented a particularly entrancing game, which consisted in putting three or more candles in a row and extinguishing them by an end-on shot from a well-aimed Army List. The resulting destruction of candles was tremendous, but it never led to any complaint, owing, possibly, to the fact that someone below stairs made a little on the transaction.

If there was alway friction between the Civil and Military Staffs, there was for ever some subdued hostility between the different departments. A.G. 1, for instance, might be jealous of A.G. 2, and its members would explain to all and sundry that half the work done there was the merest surplus account and marking time. The ordnance people were at loggerheads with everyone. Business which should have been worked together was done through third parties. We went round the world to get from Pall-mall to Pimlico. Rooms next door were aliens; a man sometimes sat a quarter of a mile from those who were doing like work. Papers were missing and were then described as 'on transit,' which meant that Messenger A was having a quiet smoke with Messenger B, or that Orderly X said the job was Orderly Y's. A room upstairs, which was something to do with the Surveying Department, was a smoking room for a score of us who wanted to light our pipes before one o'clock.

Pride in work or pride in smartness there was little. No real encouragement was afforded to a worker. The general scheme of the unwarlike operations was that of a badly managed school: men ended in trying to do as little as possible. The smartest staff-officer was the most disliked—it was thought a good joke to hoodwink or puzzle him. Not a room in the whole office but was distinguished by some special dunce, who probably drew five hundred a year for doing nothing, and doing it badly. It was notorious that one man could not write out an original telegram with reference to the petrieal detail of the movement of troops without taking half an hour and half a dozen forms to do it on. Another's chief claim to consideration in his branch was that he could take longer to prepare any given return than any other clerk there, and yet keep up a sweetly dignified air of being enwrapped in necessary national business. When I was a new-comer in my own room, the bane of one man there was the preparation of a certain return on my shoulders, and not having been posted in tradition, I did it in three hours and took it to the chief next door. So little did this gentleman know of the work of his own rooms that he positively declined to receive it on the ground that it could not be done under four days. This let me into the secret, and not wishing to be disloyal to the sick man, I withdrew the return and kept it for a week. 'Ah!' said my superior chief, 'I told you that it took time to do properly.'

The waste of her Majesty's Stationery is an old story, but in the War Office it probably reached its maximum. Few men in the place ever dreamed of writing private letters on anything but the best W.O. paper. Some men used it who did journalistic work during office hours, in the intervals of arduous toil; one man who wrote books used it. Nobody esteemed it wrong to scribble a sheet of extra-superfine foolscap to throw across the room at a friend. Any one who wasted a square yard of expensive paper over every paltry memorandum would probably go into the Bankruptcy Court, but such waste is only a symptom of the general disease which affects all Government offices.

A real business man going into the War Office (as it was) would have torn his hair. I can imagine the clearance which would have been made by a real reformer. If he had to do what the War Office did on what it gets, provided he was to receive the surplus as wages of superintendence.

Though the Military Staff was in many ways superior to the Civil Staff, there were some officers holding responsible positions who were laughing-stocks to the humblest clerk. One Staff Officer—who was pleasant, amicable, and incapable, touched nothing that he did not disarrange. He was not fit to superintend the needle and pin department at a provincial drapery establishment. To him belonged the signal honour of having lost a British regiment in England so thoroughly that it took a week to find it. The story would read like fiction, but by ordering this and countermanding that, by doing some things off his own bat and some through the War Office and the Admiralty, he hid the battalion so thoroughly that its late district said it was in Ireland, while Ireland said it was (let us say) at Colchester, and we in Pall Mall said it was at sea. Admiralty knew better, for H.M.S. *Assistance* (known to some in the Navy as the Imperial Pig Boat), had gone to and fro and found nothing.

The building in which the nation's war business is done typifies the way it is done. To go anywhere one goes up and down and round and round. The labyrinth holds a red-tape minotaur; the virgins of reform are strangled in high places. Like another Homer the Secretary of State gives back in flood what his subordinates send up to him in vapour. The Military Staff comes in fresh and goes out asphyxiated. With the keenest sense of the evil lengths to which pure militarism can go it is impossible not to pity a service reformer face to face with War Office inertia and tradition.

Some will imagine this view exaggerated. It is at least certain that no War Office official will admit that the present office is like what I knew it to have been twenty years ago. But few retired men will believe it very different. The younger men there now are at least sure that the other departments are all wrong, and I very much doubt if any one of them would not admit that even now at least half his time is wasted by idiotic and antiquated methods.

To expect reform to come out of the Office itself is mere foolishness. It can no more reform itself than an old man can make himself young; than a confirmed alcoholic can break his habit. We call ourselves a business nation, and our War Office is a proof of it? If it be business to do things that are not needed, to do things a dozen times over, and to shirk every present difficulty, then that Office does business indeed. But what may suit the nation, which does not know the truth, would ruin any ordinary firm, and if the War Office were to compete with men of business it would be bankrupt before the year is out.

And now we are just about to build a new War Office. Are we going to transfer the old, incapable engine into the new building, or shall we ask a service man, who has a business head, to reorganize the whole Office while the chance is with us? If the present War Office is even allowed to describe what accommodation it requires it will perpetuate itself for generations. Which of our Generals is a man of business?—*Daily News.*

THE INDO-CHINA BRITISH RAILWAY.

Captain Wingate, of the Indian Staff Corps, who has been appointed to the 1st Chinese Regiment, delivered a lecture at Simla on his journey through China to India by way of Burma. Of the proposed railway from Burma to Szechuan, Captain Wingate has not a high idea. Its strategical advantages, he think, are doubtful, and its commercial advantages more than doubtful: 'I have been in eleven of the eighteen provinces of China, and I have no hesitation in declaring that for poverty, opium-smoking and laziness, the inhabitants of Yunnan and Kueichou take the first place.' His opinions are as follows: It would, I think be very much better if the Burma Railway Companies would devote their attention to the development of the very large tracts of unopened country which exist within the British Indian frontiers and in Siam. If, instead of talking so much about railways to Tali and Yun-nan cities, and to Szu-ch'uan they would quickly complete the line now in course of construction to Lashio, and the same time, also, as quickly as possible, extend the line from Katha to Bhamo and from Bhamo to Momein, they would attract almost all the trade that is likely to pass through Burma for many years to come. Such a line would pay commercially, and would be of great use politically. It would at once collect all the trade that Burma is likely to get under the present system of Government in China. A line to Kun-lon ferry will not divert the trade now going to Momein for reasons too numerous to mention here. The natural routes to Eastern and Central Yun-nan and Kueichou are by Tongking, Canton, and Henkow; and no railways from India can ever alter this fact. Much might be done to improve communications in Yun-nan and to increase British prestige in Western China without the necessity of making hundreds of miles of railway through a country intersected with mighty rivers and huge mountain ranges. Even the mines which are known to exist have never yet been visited by mining experts or geologists. British officers might be encouraged to travel in the country for sport and exploration to a far greater extent than they do now. A qualified officer might be despatched to make careful inquiries into the possibility of mule-breeding on an extensive scale in North Yun-nan. Regiments of Chinese police might be raised on the Burma frontier, thus relieving the rather expensive and somewhat scarce Sikh and Gurkha, who are, under present conditions, superfluous in Upper Burma. The substitution of properly organised trains of Chinese transport instead of the very expensive Government transport now maintained on the Burma Chinese frontier is worthy of consideration. Many useful hints might be picked up in China by our transport officers visiting the country. Much good might result if a high Indian official were to make a grand tour of the Eastern Frontier from Myitkyina via Momein, Nam Kham, Lashio, Kun-long, Kenghung to Szu-mao; thence to Yun-nan City and back to Bhamo via Tali and Momein. Such tours have been made in the North-West Frontier of India, and the Governor-General of French Indo-China has visited Yu-nan city quite recently.

CHUTNEY.

(Manufactured by the Firm of Irresponsible, Chatter and Co.)

It is very easy to prophecy after things have happened, and, from the tenor of many articles in many papers, the Firm note that quite a number of people are now engaged upon that pleasing, if profitless, undertaking. If the readers of these notes care to think a moment, they will remember that, so much as nearly four months ago, we took the trouble to point out certain strategic positions on the Transvaal border, and made the assertion that the Boers would be first in possession of them. This is exactly what has happened, and, not content with this, they have penetrated into Natal without anybody, apparently, being any the wiser—except, indeed, the ubiquitous Bennett-Burleigh, who, of course, was discredited, it being the custom of the military authorities to practically call the war correspondent a perverter of the truth. So far as the Firm can see, with the meagre information at their disposal, Great Britain is making the same mistakes she has always made with regard to the Boers, by allowing them to get the pick of the positions, thus prolonging the—this time, at all events, let us hope—inevitable overthrow of them. We may rest assured that the present war is no mere quarrel over the Franchise or the Uitlanders, but a most determined attempt on the part of our truculent South African subjects to assert the Boer supremacy over the whole of South Africa. Just as long back as we can remember, and that is some few years, we have known of this gigantic conspiracy, and its completed form is now being exposed *coram populi.*

* * *

Meanwhile, how are Mafeking, Kimberley, Dundee, Fourteen Streams, Barkly, Bloemhof and many another places on the Free State and Transvaal frontiers faring? We have a town and fort at Ulundi, only about sixty miles from Vryheid, where a large Boer force was known to be assembled over a month ago. How has that fared? If a Boer Commando has marched in this direction, what is to prevent a sudden descent over the lower Tugela on Pietermaritzburg, or even Durban? We do not know; we cannot say. We are out of the world here, and must help ourselves.

* * *

Now when we are in the thick of a certainly forced-upon-us embroglio, it is very likely that somebody else will come forward to have a kick at us, indeed it is only what we may expect. There is our sullen and ancient foe in the north, who may chose to consider what she deems our present weakness her fitting chance, and take the opportunity for a fling at Japan, merely as a means to an end, Peace Conference notwithstanding. We do not assert that this will be so, but the increased activity in the dockyards at home and the report that the ships on the Eastern stations are to be put into their fighting coat of paint, seems to prognosticate dire purposes afoot, in which case the fifty fiery spirits who wanted to go to South Africa from this Colony, will probably get their ambition satisfied nearer home. May the day be long ere such a thing should happen, but it is on the cards.

* * *

But leaving grim war to work out its own demoniacal ends, the question of the day is the Insanitary Properties Bill, which, between ourselves, will never be any use until either an earthquake shakes Hongkong down, or it is made an offence punishable with death for any member of the Government—official or otherwise—to have any interest in property here. Beyond any doubt, it is to the terrible and, if properly legislated for, avoidable overcrowding, that we owe our liability to the attack of and decimation from plague and other infectious diseases. Air! Air! Give us air! should be the cry of the reformer in Hongkong. Until we get this, we must rest content to get the plague, and perhaps, something worse. Fancy, a population of 72,320 to the square mile, and this allows for all the open spaces, which are at least half the entire area over which this census has been taken! We should like somebody with authority to give us the population of the congested districts per square mile. It would paralyse humanity.

* * *

Our two humorists, Gussia and the Junior, have been absent in camp all the week and, consequently, this column is somewhat dull to-day, for the Senior is a man of years and not given to playful banter, yet one thing has struck even him as being deliciously funny among the items of this week's news, and that is the presentation by the great American nation of a loving cup, 6 feet high by 3 feet diameter, to Admiral Dewey. What use will it ever be to him, except as a water butt or a bath tub, goodness only knows. It is obvious that he can never take a drink out of it, unless he ladles it, gets inside, or has it hoisted and tilted over to his lips with a derrick. Truly the Americans are overdoing their hero.

* * *

The idea of offering a prize for the best plan of a model Chinese dwelling house is a very good one so far as it goes, but it does not go far enough. Having obtained your model house and awarded your premium, it will remain a very handsome plan and nothing more. What is wanted is for the head of the D.P.W. to lay down certain hard and fast rules regarding these buildings, and to disallow the erection of any that do not comply with them. If this sort of thing can be done in a small place like Penang, why not in Hongkong? Surely somebody has the power to reject plans not in accordance with the requirements of the laws regulating the public health, even in this benighted Colony.

We feel out of sorts this week. The war is on our nerves, and the possibility of what may be happening away there beneath the Southern Cross renders us unfit to treat lightly on any subject under the sun. We hope to be able to spur up our recalcitrant jade of a Pegasus into some sort of a better show next week.

THE WAR.

TROOPS FOR SOUTH AFRICA.

London, October 11.—The Second Brigade of the First Division of the Army Corps for the Cape, under the Command of General Hildyard, will embark at Southampton on the 20th October, and will consist of the 2nd Battalions of the Devonshires, the West Yorkshires, and the East and West Surreys.

THE REFUGEES FROM THE TRANSVAAL.

The Lord Mayor has opened a Fund on behalf of the refugees from the Transvaal. Large sums have already been contributed.

SCHREINER'S MINISTRY TO BE DISMISSED.

Oct. 12.—Military Law will be proclaimed in Cape Colony in case the Africander farmers threaten trouble.

Sir A. Milner will almost certainly dissolve the Cape Parliament and dismiss the Schreiner Ministry.

The Military Authorities here are far less anxious about the situation because—allowing for the censorship established over the news from Natal—the British chances are brighter than they were believed to be a week ago.

THE PARLIAMENTARY VOTE.

The Parliamentary Vote for the maintenance of the war, which perhaps will be a grant supply by instalments, will certainly come to twenty millions. The money may be found by Treasury Bills, pending the preparation of the next Budget. Nearly half the amount has been spent already.

Correspondents have lately been complaining of the absence of a popular *casus belli*, declaring that a few murders would awaken the public enthusiasm better than any franchise palavers. These complaints are no longer felt, since the publication of President Kruger's insolently arrogant Despatch.

LORD ROSEBERY'S HISTORIC DECLARATION.

Lord Rosebery demolishes his follow-Liberals' opposition in a letter in which he declares the situation transcends party politics, in face of the Transvaal Ultimatum, and that the nation must close its ranks, shelving party controversy. Lord Rosebery says:—"Without attempting to judge the policy which concluded the peace after Majuba Hill, I am bound to state my profound conviction that there is no conceivable Government in this country which could repeat it."

THE DISPOSITION OF THE FORCES.—ON THE WEST.

The frontier forces are disposed thus:—

At Mafeking, which is threatened by the notorious Commandant Cronjie, there is a Garrison of 1,200 Bechuanaland Police, under Colonels Baden-Powell and Plumer, behind strongly-entrenched stockades, with Artillery.

At Kimberley there are 2,500 Volunteers, a half battalion of the Loyal North Lancashire Regiment, and twenty field and machine guns. The Boer force in this quarter is put at 3,000.

At the Orange River stations are the remainder of the North Lancashires, with Mounted Infantry from the Munster Fusiliers.

ON THE SOUTH.

On the Free State Southern Border—our weakest point—there are two battalions of Infantry, two companies of Artillery, and a company of Engineers.

IN NORTHERN NATAL.

At Ladysmith and Glencoe there are now eight battalions of Infantry, six Field Batteries and a Mountain Battery, and four regiments of Cavalry.

The Transvaal has a force of 10,000 men stationed at Volksrust; and there are 2,000 Orange Free State Boers at the Bothas Pass, near Charlestown. Opposing this force are the Natal Carabineers and Patrols of the 18th Hussars.

At Lobatsi the British, who are only a small force, have fortified the kopjes overlooking the station. The Boers are a numerically superior force.

LATEST NEWS FROM KIMBERLEY.

The State Commando is moving nearer Kimberley.

Gocobsdal commands the Free State Boers marching on the Modder river.

Night travelling by trains south of Kimberley is suspended.

RUMOURS AND BELATED NEWS.

London, October 12.—There is great delay on the cables from South Africa, and all are fully twenty-four hours late.

The transport *Lindula*, with a squadron of the 5th Dragoons, has arrived at Durban.

LARGE FORCES ADVANCING ON LADYSMITH.

London, Oct. 13.—The *Times'* correspondent telegraphs that a reconnaisance pushed out from Ladysmith shows that the Inhabl (invading) force from the Free State numbers approximately 12,000 men.

News is expected to reach London hourly of an important engagement in the neighbourhood of Ladysmith, as the Boers have debouched from the Passes in considerable strength.

Their forces include several batteries of Artillery; and it is supposed that the presence of these guns may commit them to accepting battle in the open.

General Sir George White is believed to have moved out to Ladysmith with a view to attacking them forthwith.

AN INDIAN TRANSPORT IN TROUBLE.

The transport *Wardha*, with the 9th Lancers on board, got into a cyclone between Durban and Cape Town, and lost 93 horses; but no human lives. The steamer had to put back to Durban, where the men and horses were transhipped to the *Nevasa*, as the *Wardha* required repairs.

HOW THE ARMOURED TRAIN WAS DERAILED.

The destruction of the armoured train by the Boers, reported by Reuter's special correspondent, on the western frontier of the Transvaal, has been confirmed.

The Boers derailed the train, which was proceeding late last night towards Mafeking, with two 7-pounder guns on board. After bombarding the train with Artillery for half an hour, those on the train were made prisoners, except the driver, who is missing.

The affair took place at Kraaipan, a station forty miles south of Mafeking.

Martial-law has been proclaimed at Bloemfontein, and all Britishers have been ordered to leave the country immediately.

FREE STATE ADVANCE ON LADYSMITH.

Reuter's correspondent, wiring from Ladysmith, says that Free Staters are advancing through the Tentwa Pass, 35 miles distant, and that the British cavalry outposts have been reinforced.

OFFICERS FOR SOUTH AFRICA.

Simla, Oct. 10.—Lieutenants Reeves, 1st Bells, and Howard, 1st Shropshire Light Infantry, leave for South Africa immediately, the former for duty on the Lines of Communication, the latter to serve on Sir Redvers Buller's Personal Staff.

THE INDIAN CONTINGENT FOR SOUTH AFRICA.

Simla, Oct. 11.—The revised estimates place the initial cost of sending the Indian Contingent to South Africa at just half a million sterling, with a recurring expenditure in Africa of £11,000 sterling annually for the pay of the Indian portion of the force.

SIR GEORGE WHITE'S STAFF.

Mr Ashmore, of the Quartermaster-General's Office, now on leave in England, proceeds to South Africa on Sir George White's staff.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Hon. W. M. Goodman, Acting Chief Justice.)

Saturday, October 28.

CHARGE OF MURDER.

Pong Pun and Li Ki were brought up on a charge of murder.

The hearing of the case was commenced on Monday, and was concluded to-day.

Hon. H. E. Pollock, Acting Attorney General (instructed by Mr F. B. L. Bowley) appeared for the Crown; Mr M. W. Slade (instructed by Mr Deacon) appeared for the defence.

The following were the jurors:—Messrs W. T. Marlow, H. Haynes, T. P. Cochrane, H. E. Mackenzie, E. H. Ray, M. von Obrewsky, and G. A. Friesland.

His Lordship commenced his summing-up shortly after ten o'clock, and addressed the jury till five minutes to one o'clock, when the jury retired. In the course of his address, his Lordship said:—

The accused persons, Pong Pun and Li Ki, are charged with the wilful murder of one Pun Fuk, at Hongham in this colony, on 22nd August last. The case for the prosecution briefly amounts to this, viz: that the deceased man, walking with a friend, met the 1st prisoner (Pong Pun) in Bulkeley Street and asked him for some money. It does not appear for what the money was asked. The 1st prisoner replied 'I have no money to give you. Let us fight and then I will give it you.' The deceased man thereupon pushed the 1st prisoner, not violently, with his hand, and asked why he refused to pay. The 1st prisoner replied by striking the deceased with his fist, whereupon the deceased ran away. The 1st prisoner then chased after him and when near Temple Street stabbed the deceased with a chisel inflicting a terrible wound on his thigh, from which wound the deceased died, fifteen days afterwards, in the Civil Hospital, to which he was carried in an ambulance the day he was wounded.

As regards the 2nd Prisoner (Li Ki) the case against him is that he struck the deceased with a hammer on the right side of his back almost at the same time as or immediately before, the blow inflicted by the chisel.

It is clear from the medical evidence that the blow with the hammer in no way contributed to the death of the deceased. It is not alleged that the second prisoner was present at the conversation as to the money nor has any special reason been suggested why he should have joined in the attack on the deceased.

I am not, at present, discussing the question how far the charge against each of the prisoners, respectively, is proved. At this point I will tell you what the law is, so far as it is applicable to this charge.

Murder is unlawful homicide without malice aforethought. Now as regards provocation, it is laid down correctly in Archbold's Criminal Pleading as follows: 'No provocation whatever can render homicide justifiable or even excusable; the least it can amount to is manslaughter. If a man kill another suddenly without any, or indeed without a considerable provocation, the law implies malice and the homicide is murder, but if the provocation were great and such as must have greatly excited him, the killing is manslaughter only.

If, for instance, a man had a chisel in his hand and while working at his bench receives a violent blow and turns round and stabs his assailant with the chisel in the heat of temper caused by the blow and the assailant unfortunately dies from that blow, this might not improperly be held to amount only to manslaughter; but if a man, receiving a slight push, retaliates by striking his assailant violently with his fist and the assailant runs away, there undoubtedly, if the man pursued his retreating assailant and stabbed him to death with a chisel while the assailant was unarmed and not threatening further violence, such an act would be murder. The revenge is not proportioned to the provocation, and the law would imply malice.

Now, as regards the alleged act of the second prisoner, as the blow, alleged to have been inflicted by him with the hammer, in no way contributed to the death, the second prisoner would be entitled upon this indictment to be acquitted unless you are satisfied by the evidence that he was acting in concert with the first prisoner. If the attack was made by the two, *together*, with the intention of killing the deceased or of inflicting grievous bodily harm, and the 1st prisoner was found guilty of murder, the men who struck with the hammer would be guilty of murder also; because, if two attack a man in concert and, armed with deadly weapons, both strike him and one of them kills him, the other is responsible for the acts of the actual murderer.

Such I take to be the law applicable to this case. It is simple and in accordance with common sense. But the real difficulty in this case is to arrive at a correct conclusion as to the facts of the case. You are the judges of those facts and it is my duty to tell you with regard to each of the prisoners, taking their cases separatively, that unless you are satisfied of their guilt beyond reasonable doubt, it will be your duty to acquit them. I may also remind you that by the law of this Colony where 'any person is arraigned for any offence visited by the law with capital punishment, then and in such case the jury must be unanimous, in their verdict of guilty, or not guilty; but if a majority consisting of not less than five jurors should find such person guilty of a less crime than the capital one then the finding of such majority shall be the verdict and sentence shall follow accordingly.' He then proceeded to consider the somewhat voluminous evidence of the thirty witnesses who have been called in this case.

The jury retired for five minutes, and returned with a verdict of not guilty.

The prisoners were discharged.

Mails.

The T. K. K. s. s. *America Maru*, with mails, &c., left San Francisco for this port on the 14th Oct.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki on Friday, the 27th Oct., at 7 a.m., and left again at 6 p.m. on same day, for Shanghai, where she is due to arrive at 8 a.m., on Sunday, the 29th Oct.

Steamers Expected.

The O. S. S. Co.'s steamer *Ixion*, from Liverpool, left Singapore on the 24th Oct., and may be expected to arrive here on the 29th Oct.

The N. Y. K. s.s. *Kagoshima Maru* left Kobe, via Moji for this port on the 21st Oct., and is expected to arrive here on the 29th Oct.

The s.s. *Indravelli*, from New York and Straits, left Singapore for this port on Wednesday, the 25th Oct., at 7 p.m.

The s.s. *Lightning*, from Calcutta, left Singapore for this port on the afternoon of 25th Oct.

Latest Advices.

The C. P. R. Co.'s *Empress of China*, from Hongkong, arrived at Shanghai on Saturday, the 28th October, at 8 a.m., and left again at 4 p.m. on same day, for Nagasaki. Due to arrive there on on Monday, the 30th October, at 6 a.m.

LATE TELEGRAMS.

Death of Lord Farrer.

London, October 12.—The death is announced of Lord Farrer. This veteran official was 81 years of age. He was employed in the Board of Trade Department, and was an authority on currency and commercial questions. He resigned in 1886, being then Permanent Secretary to the Board of Trade.

Terrible Explosion in an Indian Coal-mine.

Calcutta, Oct. 14.—A serious explosion occurred yesterday in one of the coal-mines at Khost. About fifty workmen were in the mine at the time, including the Supervising Staff, and all are supposed to have been killed. The mine caught fire at mid-day, and an explosion followed, blowing up a part of a relief train sent from Sharigh with medical aid. The Superintendent was a European and the rest natives. Some thirty bodies have been recovered.

The Cesarewitch.

London, October 11.—The result of the Cesarewitch was as follows:—

Scintillant	1
Ercildoune	2
Mitcham	3

The Middle Park Plate.

October 13.—In the race for the Middle Park Plate:—

Lord Beresford's *Democrat*	1
Prince of Wales's *Diamond Jubilee*	2
Duke of Westminster's *Goblet*	3

The Queens of Holland and the Kaiser.

Queen Wilhelmina of Holland, and her mother, Queen Emma, have just completed a visit to the Emperor William at Potsdam, where they met with a most cordial reception.

Colonel Sandback's Successor.

It is understood here that Captain the Hon. E. Baring will succeed Lieut.-Colonel Sandback as Military Secretary to the Viceroy.

[Captain the Hon. E. Baring, of the Hussars, was given his Brevet of Major for services in the Nile Expedition of last year, when he was twice mentioned in despatches.]

The Darjeeling Catastrophe.

Calcutta, October 8.—It is now estimated that the loss of life by the Bhagalpur floods is not less than 2,000. The country between Colong and Gobah is described as a vast charnel house. Corpses were found entangled in the railway telegraph wires, and carcasses of large animals were suspended from the branches of trees.

Accident to the Punjab Mail.

Calcutta, October 12.—A somewhat serious accident has occurred to the Punjab mail, resulting in more or less injury to a dozen natives, through the fireman backing the engine at too great a speed on to the train, the driver being away at the time.

The Viceroy's Tour.

October 13.—The Viceroy has definitely postponed his departure from Simla till the 27th instant.

Tribal War Tribute in Arrears.

A number of Saifali Kabul Khels, with their animals, were seized at Meranshah, and at Bannu, in view of the realization of the fine outstanding against the Tribe. Consequently, some twenty-five hundred rupees is expected to be paid in cash; and security given for the remainder.

Football in Burmah.

The final round in the Walter Locke Competition, between the Rangoon Gymkhana and the South Staffords, took place before an enormous gathering of spectators. A grand game was witnessed, and terminated in a victory for the Civilians by one goal to nil. Major-General Protheroe presented the winners with the Shield and Gold Medals and the runners up with Silver Medals. The Rangoon Gymkhana also won the Pagoda Trophy and the League Championship this year.

Ceylon Tea in London.

London, Oct. 12.—The market generally is weak. The market for medium liquoring pekoes and broken pekoes shows a slight decline. The market for common pekoes and broken pekoes is steady. The price of fair liquoring Ceylon Pekoe Souchong is 6½d. The average price of Ceylon Tea sold on Garden Account this week was—8d.

The Bengal Cyclone.

Calcutta, Oct.—The recent cyclone greatly affected Sikkim, where the most disastrous results are reported, many roads having been destroyed and also bridges which cost many thousands of rupees last year.

The most tragic incident is the total annihilation of Rungeet Bazaar, which was literally carried away by the flood in the dead of night, with many unfortunate occupants asleep in bed.

The full extent of the damage cannot readily be ascertained. The country is devoid of telegraphic communications.

Unprecedented rain fall in the Lachen Valley, followed by tremendous slips, which destroyed a considerable portion of the new strategic road to the Tibetan border.

New Stock of Pianos by Brinsmead, Chappell, Haake, Allison, Rachals.—Robinson Piano Co.

Opium Quotations.

Hongkong, October 28, 1899.

New Patna, cash,	935
New Benares, cash,	905
New Malwa, credit,	860/70
Allowance, Taels,	0/16
Last Year new,	880
Allowance, Taels,	8
Old Malwa credit,	892/900
Allowance, Taels,	0/12
Persian, Oily, cash,	—
Allowance Taels,	—
Persian, Paper tied, long cakes	880
Allowance, Taels,	—
Persian, Paper tied, short cakes	800

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Hongkong, October 28, 1899.

Barometer—		9 a.m.	30.12
Do.		1 p.m.	30.05
Do.		4 p.m.	—
Thermometer—		9 a.m.	75
Do.		1 p.m.	78
Do.		4 p.m.	—
Do.	(Wet bulb)	9 a.m.	66
Do.	Do.	1 p.m.	69
Do.	Do.	4 p.m.	—
Do. Maximum			—
Do. Minimum over night			73

To-day's Advertisements

NOTICE.

A NEW ESTABLISHED FIRM, with First-Class connections in Europe, America, and The Far East, Wants A PARTNER.

American preferred.

Apply to
'IRON & STEEL,'
Care of 'China Mail' Office.

Hongkong, October 28, 1899. 2375

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the Freemason's Hall, Zetland Street, on WEDNESDAY, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, October 28, 1899. 2371

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,

the 16th day of November, 1899, at Noon, on Board,—

A PARTIALLY-CONSTRUCTED HULL OF A STEAMER.

Now lying at Yaumati.

Length over all	166'
Breadth	28' 2"
Depth	20'

Material: Wood.

Capacity: 650 tons deadweight.

A Steamlaunch will convey intending Purchasers from Pedder's Wharf at 11.30 a.m. on day of Sale.

Terms:—One third of the Purchase Money to be Paid on the fall of Hammer, the remainder on delivery within one week from date of Sale.

For further Particulars, apply to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, October 28, 1899. 2374

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

FOR SHANGHAI.

THE Co.'s Steamship
SYDNEY,
Captain Aubert, will be despatched TO-MORROW (SUNDAY), the 29th Instant, at 4 p.m.

For Freight or Passage, apply to
G. de CHAMPEAUX,
Agent.

Hongkong, October 28, 1899. 2373

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship
THALES,
Captain Passmore, will be despatched for the above Ports, on TUESDAY, the 31st Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 28, 1899. 2372

FOR YOKOHAMA AND KOBE.

THE N. A. L. Steamship
BAMBERG,
Captain Mayer, will be despatched for the above Ports on TUESDAY, the 31st Inst., at 5 p.m.

For Freight, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, October 28, 1899. 2369

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N. D. L. Steamship *Bamberg*, Captain Mayer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and Stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Nov. will be subject to rent.

All Broken, Chafted, and Damaged Goods are to be left in the Godowns, where they will be examined on the 4th Nov., at 3 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, October 28, 1899. 2370

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BENGAL.*

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s. s. *Britannia.* From Italy, ex s. s. *Thames.* From Persian Gulf, ex s. s. B. I. S. N. and B. and P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day.

Goods not cleared by the 3rd Nov., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, October 28, 1899. 2368

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Tsinan (s)	Butterfield & Swire	Oct. 31, at noon.
Bremen & Ports of Call	Bayern (s)	Norddeutscher Lloyd.	Nov. 8, at 9 a.m.
Havre and Hamburg.	Sibiria (s)	Carlowitz & Co	About Nov. 10.
Havre and Hamburg.	Bamberg (s)	Carlowitz & Co.	About Nov. 28.
Havre and Hamburg.	Konigsberg (s)	Carlowitz & Co.	About Dec. 10.
Havre and Hamburg.	Ambria (s)	Carlowitz & Co.	About Dec. 24.
London v. Suez Canal.	Orestes (s)	Butterfield and Swire.	October 31.
London v. Suez Canal	Machaon (s)	Butterfield and Swire.	November 28.
London v. Suez Canal	Glenshiel (s)	McGregor Bros. & Gow	November 20.
London	Java (s)	P. & O. S. N. Co.	About Nov. 2.
London	Shanghai (s)	P. & O. S. N. Co	About Nov. 16.
Manila	Tainan (s)	Butterfield & Swire	Oct. 31, at noon.
Manila via Amoy	Sungkiang (s)	Butterfield & Swire.	October 31.
M'lles, H're & H'burg	Suevia (s)	Carlowitz & Co.	November 12.
Marseilles v. Saigon	Tonkin (s)	Messageries Maritimes	Nov. 4, at Noon.
Marseilles, London, &c.	Oanfa (s)	Holliday, Wise & Co.	About Oct. 30.
Marseilles, London, &c.	Kawachi Maru (s)	Nippon Yusen Kaisha.	Nov. 3, at noon.
Marseilles, London, &c.	Bingo Maru (s)	Nippon Yusen Kaisha.	Nov. 17, at noon.
New York v. Suez Canal	John Sanderson (s)	Dodwell & Co., Ltd.	About Oct. 31.
New York v. Suez Canal	Moyune (s)	Shewan, Tomes & Co.	Nov. 15, afternoon.
Philadelphia & N. York	St. Mark	Arnhold, Karberg & Co	Quick despatch.
Portland, Oregon	Abergeldie (s)	Dodwell & Co. Limited	Nov. 11, at noon.
San Diego v. Japan	Carmarthenshire (s)	Butterfield & Swire	November 16.
S. Francisco v. Japan.	Coptic (s)	O. & O. S. S. Co.	Nov. 4, at noon.
S. Francisco v. Japan.	Algoa (s)	Pacific Mail S. S. Co	Nov. 21, at Noon.
S. Francisco v. Japan.	America Maru (s)	Toyo Kisen Kaisha	Nov. 14, at noon.
Seattle, U.S.A.	Idzumi Maru (s)	Nippon Yusen Kaisha.	Nov. 16, at 4 p.m.
Shanghai	Bengal (s)	P. & O. S. N. Co.	Oct. 29, at 8 a.m.
Shanghai	Sydney (s)	Messageries Maritimes	Oct. 29, at 4 p.m.
Shanghai	Whampoa (s)	Butterfield & Swire	Oct. 30
S'hai, N'ki, K'be & Y'ma	Japan (s)	P. & O. S. N. Co.	About November 4.
S'pore, C'ombo & B'bay	Kagoshima Maru (s)	Nippon Yusen Kaisha.	Oct. 31, at noon.
S'pore, P'ang & B'bay.	Bormida (s)	Carlowitz & Co.	Oct. 31, at noon.
Swatow, Amoy & T'foo	Thales (s)	Douglas Lapraik & Co	Oct. 31, daylight.
Swatow, Amoy & T'sui	Maidzuru Maru (s)	Mitsui Bussan Kaisha.	Oct. 29, daylight.
Tacoma (Wash.), &c.	Queen Adelaide (s)	Dodwell & Co., Limited	Nov. 18, at noon.
Tientsin	Kweiyang (s)	Butterfield and Swire.	November 4.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Nov. 22, at noon.
Yokohama and Kobe.	Bamberg (s)	Siemssen & Co.	Oct. 31, at 5 p.m.

SHIPPING.

ARRIVALS.

October 27.

Coptic, British steamer, 2,744, John H. Rinder, R.N.R.—San Francisco Sept. 29, Honolulu Oct. 6, Yokohama 19, Kobe 20, Nagasaki 23, and Woosung 25, Mails and General.—O. & O. S. S. Co.

October 28

Taisang, British str., from Canton.

Bengal, British str., 2,751, S. Barcham, Bombay Oct. 10, and Singapore 22, Mails and General.—P. & O. S. N. Co.

Thales, British steamer, 820, Passmore, Taiwanfoo Oct. 24, Amoy 25, and Swatow 27, General.—Douglas Steamship Co.

Chenshan, British steamer, 1,282, J. F. Messer, Koh-si-chang Oct. 20, Rice and Meal.—Bradley & Co.

Chinkiang, British steamer, 1,241, J. Vaughan, Chinkiang October 24, Rice.—Butterfield & Swire.

Pascal, French cruiser, 4,000, Motet, Saigon Oct. 24.

Energia, British steamer, 2,064, Chaplin, New York Sept. 3, and Singapore Oct. 20, Kerosine.—Dodwell & Co.

DEPARTURES.

October 27.

Diamante, for Manila.

October 28.

Parramatta, for Europe, &c.
Argyll, for Singapore and New York.
Loyal, for Canton.
Trigonia, for Shanghai.
Changsha, for Yokohama.
Phra Chom Klao, for Bangkok.
Chinkiang, for Canton.
Rohilla, for Yokohama.

CLEARED.

Hailoong, for Swatow.
Loongmoon, for Shanghai.
St. Helens, for Swatow.
Maidzuru Maru, for Swatow.
Etha Rickmers, for Bangkok.
Kwang Ping, for Canton.
Machew, for Swatow.
Terrier, for Bangkok.
Hating, for Haiphong.
Doyo Maru, for Kobe.

PASSENGERS.

ARRIVED.

Per *Coptic*, from San Francisco, &c., Dr Annie K. Scott, Miss Scott, Mrs F. Bowen, Mr John Anderson, Dr and Mrs W. H. Dobson, Miss L. N. Duryee, Miss L. H. Booker, Major S. S. Long, Mr T. H. Glover, Mr Peter Barr, Mr and Mrs Hooper, Mrs C. C. Wadsworth, Mrs W. T. Barton and 2 sons, Mr D. C. Nugent and family (5), Mr Geo. L. Hassett, Mrs Hassett, Mrs W. A. Thornton, Mr A. H. Hamilton Smythe, Mr and Mrs W. S. Caldwell, Capt. Wood, Mr R. Dufuffet, Mr and Mrs J. O. Bullard, Mrs Donato, Mrs H. E. Stafford, Mrs C. M. Graves, Mrs E. L. McAdory, Mr S. Antoldi, Miss M. J. Morrow and 2 children, Miss Louise Brink, Mr A. S. Edwards, Mrs Long, child and amah, Mr and Mrs John F. Bass, child and amah, Mr and Mrs J. A. Barnett, Miss Barnett, Miss J. F. Stone, Mr and Mrs A. Mora, Messrs G. Waghorn, H. Fruhstucker, Robt. W. Borthwick, A. Moir, Miss Cunnliffe, Mr P. Morgan, Mr John Wadsworth, Mrs A. J. Stimson, Messrs L. B. Porter, J. B. D'Arce, S. W. McMaster, and 385 Chinese.

Per *Bengal*, for Hongkong: from London, Mrs A. F. Greig, Messrs C. H. P. Hay and F. S. Raynor; from Gibraltar, Mr L. F. Christensen; from Marseilles, Mr E. F. Stanton, and Major Rodgers; from Bombay, Mr Ellias Jumar; from Singapore, Mr W. A. Bradley, Mrs Ah Lock and servant, Mr Ah Cheong and sister. For Shanghai: from London, Misses F. J. Hoskyns, E. M. Smith, S. E. Morris, E. M. Tucker, J. Engvall, K. Rasmussen, E. Turner, L. Kohler, Mr and Mrs Willett and child, Mr F. W. Inglis, Mr and Mrs F. B. Fellows; from Marseilles, Mrs H. Morris, 2 daughters, governess and child, Mr Paul Gravier, Mr and Mrs Chalmers, Rev. and Mrs Goodrich; from Singapore, Miss Queenie Hunter, and Mrs Morris's amah. For Yokohama: from London, Mrs Collier, and Miss Halstead; from Singapore, Mr A. Koppel. From London: for Manila, Mr Williams.

Per *Thales*, from Taiwanfoo, &c., Mrs Pigot, child and amah, Mr Forbes, 1 European, 70 Chinese and 1 Japanese.

DEPARTED.

Per *Parramatta*, from Hongkong: for Singapore, Mr A. M. Pountney and servant, Dr E. Bach, Mr Leung Yung U and servant, Mr Lau Tak Pin and 2 servants, Mr C. Gruner, Mr T. Johnson, Mr R. Gutierrez and 1 Chinese Assistant, and Rev. H. J. Stevens; for Penang, Mr and Mrs Ng Pak Ying and servant; for Bombay, Mr N. Muncherji; for Marseilles, Mr H. Hellier; for London, Capt. R. Unsworth, Mr and Mrs Turner, Mr T. Hall, P.C. No. 71, J. McDonald, Mr H. C. Burrows, Mr and Mrs Post. From Yokohama: for Marseilles, Mr W. H. Lau.

Per *Hakata Maru*, for Kobe and Yokohama, Baron and Baroness Hayashi, Major T. Obara, Mr G. S. Phillips, Mrs Blade and 2 children, Miss Kiang, Miss D. Kilby, Miss E. Kilby, Messrs W. Christensen, Austin, Westbury, H. Ikeda, T. Amaya, and Umeda.

Per *Yatcata Maru*, from Hongkong: for Manila, Mrs Goodale, Mrs Irons, Major G. D. Deshon, Capt. B. M. Koehler, Mrs E. E. Whaley, Mr A. H. Massey, Capt. Koike, Mrs G. L. Keen, Mr N. Yenami, Mr S. Fukuchi, Miss M. Yostuku, Messrs S. Mikawa, A. Kryner, and A. Steenbughe; for Thursday Island, Mr Hikojiro Isoarashi; for Sydney, Mrs E. C. Gidland and child, Miss Smith, Mr Y. Kobayashi, Mr Rollinson, Dr A. B. Nathan, Messrs A. E. Lightbody, W. Lightbody, and T. Ohtake; for Melbourne, Mr and Mrs Alex. Steel.

SHIPPING REPORTS.

The British steamer *Thales* reports: Strong N.E. winds, with heavy sea most of the voyage. Strs. in Swatow: *Ningpo*, *Hunan*, and *Dagmar*.

The British steamer *Chinkiang* reports: Strong N.E. wind, high sea, cloudy weather.

POST OFFICE NOTICES.

MAILS will close:—

For CANTON.—
Per *Powan*, at 9 a.m., on Sunday, the 29th October.

For SWATOW & BANGKOK.—
Per *Machew*, at 9 a.m., on Sunday, the 29th October.

For SHANGHAI.—
Per *Sydney*, at 9 a.m., on Sunday, the 29th October.
Per *Whampoa*, at 11 a.m., on Monday, the 30th October.
Per *Taisang*, at 2 p.m., on Monday, the 30th October.

For SAIGON.—
Per *Holstein*, at 4 p.m., on Monday, the 30th October.

For KONGMOON, SAMSHUI & WUCHOW.—
Per *Wuchow*, at 4 p.m., on Monday, the 30th October.

For BANGKOK.—
Per *Devawongse*, at 9 a.m., on Tuesday, the 31st October.

For AMOY & MANILA.—
Per *Sungkiang*, at 11 a.m., on Tuesday, the 31st October.

For MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.
Per *Tsinan*, at 11 a.m., on Tuesday, the 31st October.

For SINGAPORE, PENANG & BOMBAY.—
Per *Bormida*, at 11 a.m., on Tuesday, the 31st October.

For KOBE.—
Per *Guthrie*, at 3 p.m., on Tuesday, the 31st October.

For YOKOHAMA & KOBE.—
Per *Bamberg*, at 4 p.m., on Tuesday, the 31st October.

MAILS by the United States Packet.—The United States Mail Packet *Coptic* will be despatched on SATURDAY, the 4th November, with Mails, for Shanghai, Japan, San Francisco the United States, Canada, Honolulu, Peru, &c., which will be closed at follows:—

10.00 a.m. Registry ceases.
(Registration, with late fee of 10 cents up to 10.30 a.m.)
11.45 a.m. Post Office closes, but Correspondence may be posted on board the Packet.

MAILS by the French Packet.—The French Contract Packet *Tonkin* will be despatched on SATURDAY, the 4th Nov., with Mails to the United Kingdom, the Continent of Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

Exchange.

Hongkong, October 28, 1899.

On London—	
Bank, Wire,	1/10¼
„ On demand,	1/10⅜
„ 30 days' sight,	1/11⅛
„ 4 months' sight,	1/11⅜
Credits, 4 „	1/11⅜
Documentary, 4 months' sight,	1/11½
On Paris—	
On demand,	2.41½
Credits, 4 months' sight,	2.47
On Berlin—Demand,	1.95½
On New York—	
On demand,	46¼
Credits, 60 days' sight,	47¼
On Bombay—	
Wire,	141¾
On demand,	142¼
On Calcutta—	
Wire,	141¾
On demand,	142¼
On Singapore—	
On demand,	1½ pm.
On Manila—	
On demand,	2½% pm.
On Shanghai—	
On demand,	71¾
30 days' sight, (private paper)	72½
On Yokohama—	
On demand,	[illegible]
Gold Leaf, 100 fine, (per tael),	$53.30
Sovereigns (Bank's buying rate)	$10.42
Silver (per oz.)	26⅝

ILLUSIONS OF IDLENESS.

It is a characteristic of all illusions that they are most shrewdly perceived and most keenly criticised by observers whose general temperament, or mood at the moment, is least sympathetic with that of the victim. To every temperament and every mood belong its own illusions, seen through, pitied or despised by critics who on their part cherish other illusions arising out of other states of mind. No men more opposite and impatient of each other are discoverable than the lazy man and the industrious. If the laziness and the strenuousness are temperamental the men are in lifelong opposition; if temporary, the moods happening not to synchronise, then the result is boredom in each case. Essentially both men are alike, inasmuch as each is in quest of an ideal; and as that ideal is happiness they are both possessed by and equally the slaves of ineradicable and hopeless illusion. Their antagonism arises out of a difference as to means; but that happens to be precisely what separates all sorts of people into opposite camps, whether they are philosophers, politicians, ecclesiastics, literary people, artists, philanthropists, county councillors or members of School Boards. Perhaps we may compare them best to Epicureans and Stoics. We always fancy the former were the lazy people of the ancient world. The latter would have their analogy with the modern 'captains of industry and magnates of commerce'—if you leave out some of the morality. The illusion that in idleness under some form or other happiness is to be found is easier to be understood than most illusions. There is a charming and naive simplicity about it; and hence it is a popular creed. Sweet doing nothing is a delightful vision which makes us all converts to the gospel of idleness. We have constructed a heaven of future bliss on the simple basis of this illusion. An extensive hymnology exists whose inspiration is this captivating idea. If there were not some danger of wounding sensitive feelings we might make many quotations from our devotional anthologies to show that the popular conception of eternal happiness has much similitude to the restful imaginings which float through the brain of paterfamilias as he contemplates his annual visit to his favourite seaside summer resort. There will he sit by the margin of the quiet sea on the golden sands, and listen half asleep after his midday dinner to the strains of the band on the parade. It is the selfsame illusion which found its path through the sad heart of the poor slaving woman of all work as she composed her epitaph for her own and her friends' consolation. 'Don't weep for me now, don't weep for me never: I'm going to do nothing for ever and ever.' The appeal is irresistible to the ingrained illusion of perfect happiness in perfect idleness which is the ideal of pagan golden ages, Christian and Mohammedan paradises, and of social millennium on earth when life is to be a succession of glorified Bank Holidays. *O Meliboee, deus nobis haec otia fecit.*

What matters it that memory persists in reminding us that the periods of our lives when we have more nearly realised the ideal conditions were exactly those in which the illusion vanished? We cannot ignore the plain fact; but, as there is nothing more difficult than the reproduction of past moods and feelings, it is as though the story were told of another and not of ourselves. The illusion remains vivid and living while the real fact of our experience shares the usual fate of all historical happenings in being unrealised in consciousness. If it were otherwise, and instead of forgetting our past moods of ennui arising out of the state of idleness we could live them over again at will in their reality, then the illusion would vanish. The illusion of idleness is as the illusion of hope which depends on the impotency of memory to represent past experiences of disappointment. Happily for us ordinary men and women our illusions upon which our happiness depends make up to a considerable extent for the lack of the poetic imagination in which we are deficient. If we possessed it in larger measure our hours of idleness would cease to be hours of dreariness. What is now a mere illusion depending on a merciful defect of memory would be an actual experience in our idle hours of a joyful creative activity in which, in our various degrees, like Shakespeare, we should have exhausted worlds and then imagined new. We should find happiness in the only way, and to the measure in which it is allowed us, in activity and not in idleness. It is because when an ordinary person is not occupied with his customary pursuits, or in some form of game or diversion designed to fill the vacuum of leisure hours, his mind becomes lethargic and incapable of independent activity, that we have the essential reason why all his supposed possibilities of happiness in idleness are but an illusion. The poet, or the child in whom the light of imagination has not yet sunk into the light of common day, is the only person to whom it is a possibility. Other men must be occupied in such a way that we can see they are doing something which we recognise as a definite means of passing the time. If not then it is unfortunate for us if we must endure their company. Think of a rainy day in a provincial town at an hotel without a billiard table or a library of 'light literature.' We should not be happier, indeed, even with the poet if we were condemned to pass an afternoon with him under the trees what time he is engaged in the incomprehensible game of imagining his metamorphosis into a fawn! How many of us could have endured Wordsworth's life at Rydal Mount without falling into melancholy moods by no means poetical? Under the illusion of the joys of idleness, which is never so strong as when we are anticipating release from the dreariness of towns in summer days, we imagine the highest beatitude in such a life and our thoughts dwell upon it as Wordsworth's did when he stood and mused before the plane-tree in Wood Street. And yet even amid these very scenes the romantic idleness of honeymoons has been known to lose its illusion.

In truth we are not fitted for idleness, and we only sigh for it, as we do for many other things, because the ironical gods have decreed that paradox shall be the law of our desires. We devise all manner of means to hide the unpleasant fact that our native mental resources are insufficient to bear the strain of idleness. Our idleness must assume some form of industry more tolerable than the burden of idleness itself. One illusion transforms itself into its opposite. Our illusion of happiness in idleness vanishes, and we fix upon some mildly industrious occupation which is really a modified idleness not too hard for us to endure. We take a book and read assiduously some specimen of facile drivel which gives us a sensation vaguely suggestive of mental exercise, amongst scenes which should stimulate our minds, if they were capable of stimulus, to their highest energy and their most original thought. That they do not is a proof of our inability for that higher form of intellectual exercise which can dispense with all secondary appliances such as books whereby we enable ourselves to pass with some degree of comfort through this trying ordeal of idleness. It is as a protection against the boredom of the occasions when we are supposed to be enjoying unlimited leisure that so much of the trashy so-called literature of the railway bookstall and the circulating library is produced. We read it, or we do other equally trifling things, to encourage ourselves in the illusion that we are happy in idling. But in fact such idling is only a mild form of industry in disguise. A little mental analysis discovers that the reason of our satisfaction is that we are preserved from the painful inanity of idleness by some device which takes us as nearly as possible to the absolutely inane of industry. Thus we manage to pass our summer and other holidays, and to emerge from them with some measure of satisfaction, confirmed in the illusion that we have been happy in idleness though all the time our ingenuity has been taxed to the utmost in devising means for shortening the formidable length of a long summer's day.—*Saturday Review.*

HONGKONG SHARE MARKET.

In their Weekly Share Report dated Hongkong, 27th October, Messrs Benjamin, Kelly and Potts report:—

Business has improved to a small extent during the past week, but no material change in rates has to be recorded.

Humphreys' Estate and Finance Company, Ld., give notice of a private meeting to be held at the Company's offices on the 1st proximo.

Banks.—Hongkong and Shanghai Banks are much steadier, and have changed hands at 323½ and 324 per cent. premium. Many enquiries for shares for forward delivery, have not met with response, although high rates have been offered. The market closes with buyers at 327 per cent. premiums. The London quotation is £58. Nationals have been dealt in to a large extent at $30.

Marine Insurances.—Cantons have found buyers at $135.

Fire Insurances.—Hongkong Fires have been done in small lots at $330, and China Fires at $86.

Shipping.—Hongkong, Canton and Macao Steamboats have declined slightly, and are obtainable at $29. Indo-Chinas are again in demand, and shares have been sold to the North at $79 cash, and at $81 for March. Douglas Steamships are quiet at quotation.

Refineries.—Both China Sugars and Luzons are out of favour, and we have heard of no business in either stock.

Mining.—Punjoms have been booked from $9¼ to $9½. Charbonnages have buyers at $250. Queen Mines have been negotiated at 47½ and 50 cents. Jelebus have been sold at $14.75. Raubs are in the market at $64½, at which rate business has been done. Olivers 'B' can be placed at $6.50. Great Eastern and Caledonians are offering at $1.80.

Docks, Wharves and Godowns.—Are all quiet at quotations, except Hongkong and Whampoa Docks, which are enquired for on time, but are very hard to obtain.

Lands, Hotels and Buildings.—Hongkong Lands are firmer and have been purchased at $105, and are now wanted at $105½. China Providents have been done at $9¾. Humphreys' Estate are offering at $10.

Cotton Mills.—Hongkong Cottons have buyers at $60. Our other quotations are taken from the latest Shanghai reports.

Cigar Companies.—La Commercial are wanted at 50 per cent. premium.

PIANOS Exchanged, Tuned and Repaired equal to new. Work Warranted.—Robinson Piano Co.

'If the blood is diseased the body is diseased.'—Remember that the blood, whether pure or impure, circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. If it is laden with poisonous matter it spreads disease on its course. In cases of Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples and Sores of all kinds the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes. 124

THE St. Petersburg correspondent of the *Globe* writes that, according to the *Narod*, a woman, aged 84 years, living at Balashev, has just given birth to twin girls, one of which died soon after its birth, but the other is thriving, and the mother is doing well—*Exchange*

JAMES REED INJURED.

MR. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time, and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Clay Court House, W. Va. Pain Balm is unequaled for sprains, bruises and rheumatism. For sale by All Dealers; Watkins & Co., General Agents.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

29th Oct. to 4th November.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
Sun.	29	m 4 23	2 8	m 11 23	0 6
		6 43 a	3 6		
Mon.	30	m 5 36	3 7	m 0 2	2 3
		6 58 a	3 9	0 6 a	0 6
Tue.	31	m 6 30	3 7	m 0 47	1 8
		7 [illegible] a	4 2	0 40 a	0 7
Wed.	1	m 7 18	3 6	m 1 29	1 0
		7 27 a	4 7	1 11 a	0 9
Thur.	2	m 8 5	3 6	m 2 9	0 6
		7 48 a	5 1	1 40 a	0 10
Fri.	3	m 8 51	3 5	m 2 48	—0 1
		8 14 a	5 7	2 8 a	1 0
Sat.	4	m 9 36	3 3	m 3 27	-0 8
		8 44 a	5 11	2 35 a	1 2

THE REVENUE OF CHINA.

A SERIES OF ARTICLES.

Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the
OFFICE OF THIS PAPER,
Messrs. LANE, CRAWFORD & Co.'s,
Messrs. KELLY & WALSH'S,
And Mr. W. BREWER'S.
Price, ... 50 Cents.

Shipping.

Steamers.

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship
MAIDZURU MARU,
Captain T. OGATA, will be despatched for the above Ports TO-MORROW, the 29th Instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, October 28, 1899. 2322

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
BORMIDA,
Captain G. DELAYA, will be despatched as above on TUESDAY, the 31st Inst., at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, October 27, 1899. 2364

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE,

THE Company's Steamship
TSINAN,
Captain ANDERSON, will be despatched on TUESDAY, the 31st Inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ.*

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 26, 1899. 2305

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
TSINAN,
Captain ANDERSON, will be despatched as above on TUESDAY, the 31st Instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 26, 1899. 2304

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship
JOHN SANDERSON
will be despatched for the above Port on or about TUESDAY, the 31st Instant, and will be followed by
s. s. ST. JEROME, to sail about 15th Nov.

For Freight, apply to
DODWELL & Co., LD.,
Agents.
Hongkong, October 26, 1899. 2356

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship
KWEIYANG,
Captain OUTERBRIDGE, will be despatched as above on SATURDAY, the 4th Nov.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 25, 1899. 2348

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship
MACHAON,
Captain HANNAH, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 23, 1899. 2326

ASTHMA CURE
GRIMAULT'S INDIAN CIGARETTES

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchial trouble, Lyringitis and irritation of the air passages.

Grimault's Cigarettes ease the feeling of tightness across the chest, and gives a general feeling of repose and comfort, so that you need not neglect your business or sit up all night gasping for breath for fear of suffocation.

Directions for use enclosed with each box

BETTER THAN COPAIBA!!
MATICO
GRIMAULT & Co. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time, the most innoffensive remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copaiba, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent
MATICO CAPSULES in the more CHRONIC CASES

For Sale by A. S. WATSON & Co., Chemists. 121

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
WHAMPOA,
Captain GARRIOCH, will be despatched as above on MONDAY, the 30th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 26, 1899. 2351

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON, *VIA* STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.

THE Company's Steamship
OANFA,
J. A. DAVIES, Commander, will be despatched as above on or about the 30th Inst.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, Oct. 24, 1899. 2207

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

THE Company's Steamship
SUNGKIANG,
Captain MOORE, will be despatched as above on TUESDAY, the 31st Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, Oct. 28, 1899. 2325

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship
ORESTES,
Captain PULFORD, will be despatched as above on TUESDAY, the 31st October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 25, 1899. 2135

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship
MOYUNE,
Captain CONRADI, will be despatched for the above Port on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.
Hongkong, Oct. 23, 1899. 2330

'GLEN' LINE OF STEAMERS.

FOR LONDON *VIA* SUEZ CANAL.

THE Steamship
GLENSHIEL,
will be despatched as above on the 20th November.

For Freight or Passage, apply to
McGREGOR BROS. & GOW.
Hongkong, Oct. 26, 1899. 2359

WEST RIVER SERVICE.

THE New Twin-Screw Steamers
SAMSHUI,
WUCHOW,
Will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF at 6 p.m. on MONDAYS, WEDNESDAYS, and FRIDAYS, for WUCHOW, Calling at KONGMOON, KAMCHUCK, SAMSHUI, SHIU HING and TAK HING.

Both Vessels have superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth & Meals,
Hongkong to Samshui, Single Fare $10.00
,, ,, Return ,, 17.50
,, to Wuchow, Single Fare 20.00
,, ,, Return ,, 35.00

The attention of Passengers is drawn to the magnificent scenery on the West River. Arrangements can be made for the Steamers to stop at Shiu Hing to enable passengers to visit the celebrated 'Marble Rocks and Caves.'

For further information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 16, 1899. 2283

FOR PHILADELPHIA & NEW YORK.

THE 3/3 A. I. L. American Ship
ST. MARK.
DUDLEY, Master, shortly expected from MANILA, will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNOLD, KARBERG & Co.
Hongkong, September 20, 1899. 2098

Dentistry.

AMERICAN SYSTEM
OF
DENTISTRY
AT
39, *QUEEN'S ROAD CENTRAL,*
CHADWICK KEW.
(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2586

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 6, 1895. 628

DENTISTRY.
AMERICAN SYSTEM,
WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE.
CONSULTATION FREE.
50, Queen's Road Central.
Hongkong, October 3, 1899. 2190

DENTISTRY.
SUI SANG,
Lately Practising with Dr. I. SAKATA,
DENTIST.
No. 4, Queen's Road Central.
Hongkong, January 1, 1898. 8

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Names.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Anapa	3 k	Williamson	British str.	2351	Oct. 23	Order		
Bamberg	k w	Mayer	Ger. str.	2660	Oct. 27	Siemssen & Co.		
Bengal	k w	Barelrun	British str.	2751	Oct. 28	P. & O. S. N. Co.	Shanghai	Oct. 29.
Bormida	k w	Delaya	Italian str.	1499	Oct. 26	Carlowitz & Co.	S'pore and Bombay	Oct. 31.
Chinkiang	3 c	Vaughan	British str.	1241	Oct. 28	Butterfield & Swire		
Coptic	1 c	Rinder	British str.	2744	Oct. 27	O. & O. S. S. Co.	San Francisco	Nov. 4.
Culgoa	...	Carlin	Amer. str.	1150	Oct. 20		...	K'loon Dock
Davawongse	3 c	Curtis	British str.	1057	Oct. 25	Yuen Fat Hong	Bangkok	Oct. 31.
Doyo Maru	8 c	Wakihama	Japan. str.	1321	Oct. 21	Order	Kobe	Oct. 29.
Equatoria	3 c	Williams	Belgian str.	1236	Oct. 22	Lauts, Wegener & Co.		
Esmeralda	...	Coolan	Brit. str.	916	Oct. 17	Shewan, Tomes & Co.	...	K'loon Dock
Guthrie	4 c	McArthur	British str.	1495	Oct. 24	Gibb, Livingston & Co.		
Hating	3 c	Jensen	French str.	705	Oct. 27	A. R. Marty		
Holstein	3 c	Ipland	Ger. str.	985	Oct. 23	Jebsen & Co.		
Independent	3 c	Holtz	Ger. str.	857	Oct. 25	Sander, Wieler & Co.		
Kwang Ping	3 c	Blake	Chi. str.	1242	Oct. 25	Chinese		
Loongmoon	3 c	Schulz	Ger. str.	1245	Oct. 23	Siemssen & Co.	Shanghai	To-day.
Loyal	3 c	Lorenzen	Ger. str	1237	Oct. 26	Jardine, Matheson & Co.		
Machew	3 c	Farrell	British str.	998	Oct. 18	Butterfield & Swire	Swatow & Bangkok	Oct. 29.
Maidzuru Maru	3 c	Ogata	Japan. str.	657	Oct. 26	Mitsui Bussan Kaisha	Swatow and Tamsui	Oct. 29.
Mansang	3 h	Kynock	Brit. str.	1643	Oct. 21	Jardine, Matheson & Co.		
Mongkut	3 c	Major	British str.	859	Oct. 14	Yuen Fat Hong		
Petrarch	...	Nocker	Ger. str.	1687	Oct. 8	Lauts, Wegener & Co.	...	K'loon Dock
Pronto	3 c	Grandt	Ger. str.	634	Oct. 25	Siemssen & Co.		
Rohilla	5 c	Lockyer	British str.	2216	Oct. 25	P. & O. S. N. Co.	Nagasaki & Y'hama	To-day.
Sabine Rickmers	7 c	Nasbet	British str.	656	Oct. 18	Arnhold, Karberg & Co.		
St. Helens	3 h	Luckham	British str.	2530	Oct. 27	Meyer & Co.		
Sangkiang	3 c	Moore	British str.	694	Oct. 24	Butterfield & Swire	Amoy & Manila	Oct. 31.
Sydney	5 c	Aubert	French str.	4232	Oct. 13	Messageries Maritimes	Shanghai	Oct. 29.
Tausang	4 c	Sawer	Brit. str.	1546	Oct. 21	Jardine, Matheson & Co.	Shanghai	Oct. 30.
Terrier	3 c	Kampford	Norw. str.	1003	Oct. 14	Order		
Thales	1 h	Passmore	British str.	872	Oct. 28	Douglas Steamship Co.		
Yuensang	...	Rolfe	British str.	1128	Oct. 18	Jardine, Matheson & Co.	...	K'loon Dock
Sailing Vessels.								
Adolph Obrig	4 c	Amesbury	Amer. bqe.	1302	Oct. 17	Standard Oil Co.		
Etha Rickmers	7 k	Beneke	Ger. sh.	1751	Sept. 22	Arnhold, Karberg & Co.		
Josephus	3 k	Gilkey	Amer. sh.	1547	Aug. 30	Standard Oil Co.		
Lothair	2 k	Lavanga	Ital. bqe.	759	Oct. 1	Order		
Manuel Llaguno	2 c	Small	Amer. sh.	1649	Oct. 7	Siemssen & Co.		
May Flint	2 c	Banfield	Amer. sh.	3576	Sept. 20	Standard Oil Co.		
Mary L. Cushing	2 k	Pendleton	Amer. sh.	1540	Oct. 1	Order		
Reuce	k w	Whitmore	Amer. sh.	1828	Oct. 4	Standard Oil Co.		
Slio	7 c	Hemmes	Ger. bqe.	1324	Oct. 8	Standard Oil Co.		
St. James	3 k	Tapley	Amer. bqe.	1453	Sept. 29	Order	...	K'loon Dock
Staila	...	Huestes	B. 4-m bk.	2087	Aug. 25	Order		
State of Maine	2 k	Colcord	Amer. sh.	1500	Oct. 9	Standard Oil Co.		
Warath	7 c	Haynes	Brit. sch.	52	Sept. 23	F. W. Hall.		
Wm. H. Conner	2 c	Erskine	Amer. sh.	1424	Oct. 14	Standard Oil Co.		

SHARE LIST.—QUOTATIONS.—OCTOBER 28, 1899.

(CORRECTED UP TO 1 P.M.)

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$125	all	330 % prem. = $537.50, [buyers
Bank of China & Japan, Limited preference shares				
,, ordinary ,,	199,875	£8	£4	£1.0.0
,, deferred ,,	1,250	£1	£1	£5.5
National Bank of China, Limited	...	£10	£8	$27, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$50	$136
China Traders' Insurance Co., Ld.	24,000	$83.33	$25	$59
North-China Insurance Co., Ld.	5,000	£100	£25	Tls. 200
Straits Insurance Co., Ld.	30,000	$100	$20	$4, sellers
Union Insurance Society, Ld.	10,000	$250	$50	$242
Yangtsze Insurance Association, Ld.	8,000	$100	$60	$121
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	$20	$86, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$330, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$125	all	510 % prem. = $762.50, [buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$50	all	$90, sellers
Douglas Steamship Co., Limited	20,000	$50	all	$47½, sellers
HK. C. and M. Steamboat Co., Ld.	80,000	$15	$15	$29½, sellers
Indo-China S. N. Company, Limited	60,000	£10	all	$79, buyers
China Mutual S. N. Co.	20,000	£10	£10 £10	£10, buyers £7 ,,
Do. (new issue)	20,000	£10	£5	£3.10 ,,
Star Ferry Company, Ld.	10,000	$10	$7½	$19½
REFINERIES.				
China Sugar Company, Limited	20,000	$100	all	$135, sellers
Luzon Sugar Company, Limited.	7,000	$100	all	$48, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$50	all	$90, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$100	$37½	$45, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	$5	$105½, buyers
Kowloon Land and Building Company	6,000	$50	$8	$28, sellers
Humphreys' Estate & Finance Co.	37,000	$10	all	$10, buyers
West Point Building Co., Limited	12,500	$50	$50	$30
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,, ,, Preference shares	30,000	$1	all	$1.50, sellers
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Great Eastern & Caledonian preference shares	70,000	$1	$1	60 cents
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THE NATIVES AND THE BOERS.

GRAVE POSSIBILITIES OF A TERRIBLE REVENGE.

Pietermaritzburg, Aug. 10.—Any considerations with respect to the possibilities of warfare with the Transvaal must be shortsighted and superficial which do not indicate the part that in all human probability would be played by the South African native populations.

The native factor is in danger of being overlooked. Were hostilities to open tomorrow these would not, save by something short of a miracle, be confined to the Imperial troops on one side, and on the other to the Republican burghers. War with the Transvaal bristles with probabilities and with side issues. The Transvaal burghers, in the earlier stages of a conflict, could not as an army be regarded as a definite unit. Boer strength would be affected by the manner in which the Imperial troops fared. Already along with the Boers have to be numbered the artillerists imported from Europe and the Free State burghers who have gone to assist their kith and kin beyond the Vaal.

Dutch hostility, ill-will—call it what you may—towards the English is throughout Cape Colony and Natal variable. There are

MANY DEGREES OF INTENSITY.

A few, such as the Rev. Adrian Hofmeyr, have taken their stand by the side of Sir Alfred Milner and the British Government. But it is in that great solid body associated with the Afrikander Bond that the changing depths of that animosity—sometimes slumbering, more often active—are seen. That animosity, frequently concealed now, will be disclosed, if it ever is disclosed, only when signs of weakness are apparent, either among the Imperial troops or in the methods of Imperial administration.

Should recourse to force unhappily be necessary, and the Imperial troops meet with reverses early in the campaign—although the idea approaches the unthinkable—that promise of success for the Transvaal would send thousands of Free State, Cape, and Natal Boers previously passive into the field against Great Britain. That this is no fanciful forecast, past events show. When Dr Jameson's little force of troopers was reported to have surrendered at Doornkop, parties of Natal Boers crossed into the Transvaal to join General Joubert's victorious commandoes.

A very different prospect faces the Boers in the state of the native populations, by which they are hemmed in, or have within the limits of their two Republics. Neither can the British colonies and States in South Africa be indifferent to

THE ATTITUDE OF THE BLACKS,

over whom they each hold sway. But the relative positions of the British and the Boers are widely divergent, so far as the antagonism of the natives is concerned.

Only one tribe in Cape Colony, the Pondos, can be conceived of as giving trouble to the British; Natal is safe from such internal troubles; and Rhodesia, unless through unforeseen and unexpected conditions arising, may be regarded as likely in the future to be free from tribal insurrections. But it is very different with the Transvaal and the Free State. It would be impossible to charge one with exaggeration who declared that the great body of blacks between Cape Agulhas in the south and the Zambesi in the north regard the Boers as their hereditary, natural enemies.

The reason of this deep-seated and bitter animosity is well known. In the days when the Boers ruled at the Cape they treated the native with unpardonable, never-to-be-forgotten brutality. They regarded them then as they regard them now: to the Boer the natives are but little removed from his trek-oxen. If it comes to which are to be the better tended, and the higher valued, the trek-oxen will rank an easy first. To-day public, which means humane, opinion is making headway among the 'landsvanders'; but still, in the Free State and in the Transvaal, there prevail for the native laws heartless in their utter cruelty, while many Boer customs towards the class are but barbarous and degrading. In the Transvaal to-day, in the backveld, there are

MANY LEGREES.

From time to time South Africa is horrified by tales of the Boers' callous and inhuman treatment of hapless natives, men and, more frequently, women. These years of cruelty and oppression have borne fruit. The natives in and around the Transvaal and the Free State have been kept under by brute force, the instruments being the Boer djambok and the Boer rifles. As sure as the sun rises beyond the Indian Ocean, so sure is it that when the rifle is withdrawn the natives will rise in revenge against their hated taskmasters. Every one of these dark indictments could be proved by columns of wrath-engendering narrative, but which are outside the scope of the present article. Sufficient is the fact, admitted and known best of all by the Boers themselves, that their subject blacks will one day requite these years of hideous wrong-doing.

Reference has been made to the Pondos. This powerful tribe has but recently come under the government of the Cape, and the white man's administration yet sits uneasily on their shoulders. Mr Rhodes, when Premier, took over Pondoland, and when Sigeau, the paramount chief soon afterwards became recalcitrant, the Colossus himself posted to Pondoland and read Sigeau a lecture so masterful and impressive that the old chief was glad to subside. But Mr Rhodes is no longer Premier, and his vacation of office has not affected the Pondos for good. At the present time peace and order are maintained in Pondoland by a strong force of the Cape Mounted Rifles. War would indubitably create

RESTLESSNESS AMONG THE PONDOS;

but with the Cape Rifles in the country and the Natal Mounted Police on the north border, their active interest in the conflict being waged beyond the Drakensberg would be confined to debates, or 'indabas' within their kraals.

The Fingoes, Tembus, and other tribes of the Cape are absolutely loyal to the British. They venerate the great white Queen. The only other native races which call for attention as likely to become troublesome, through the air being full of the rumours of war, are the Mashonas and the Matabele. The recent war, however, taught the administrators a valuable lesson, and already precautions have been taken to increase the white police throughout these widespreading territories. In no circumstance will this white force be withdrawn or diminished in numbers, so that the tranquillity of those regions may be regarded as secured.

In Natal and Zululand the natives may be relied upon to remain passive, but keen spectators of whatever may ensue in which British troops bear a part. The system of native administration in Natal has had unexpectedly satisfactory results. To-day the principal Natal chiefs receive salaries, which may be increased for services rendered to the State. The result is that an entirely healthy competition exists as to who will best receive and retain State favour. A chief who gave signs of 'kicking over the traces' would promptly have a lively account of his words and deeds conveyed to Maritzburg. Were it possible for the head of a tribe to take up arms on rebellion intent, as a rule, his neighbour would be delighted: he would then have

A FAIR OPPORTUNITY

of 'eating him up;' the exact significance of the term may be left undescribed.

The Natal conditions do not unfortunately prevail in Zululand. Dinizulu, although officially only a petty chief, is regarded by the Zulus as their king. The day, however, of a great rising under one head is over in Zululand. The Zululand Police throughout the country and the Imperial troops at Eshowe render that impossible.

The chances of trouble arising to the British are, it will be seen, infinitesimal.

Supposing that the Boers of the Transvaal were massed in commandoes near the border and that from the Free State large numbers of men were withdrawn. What would these two facts mean for the Transvaal natives, the Swazies and the Basutos? The Transvaal natives would rise, and the war-loving Swazies, who resent Boer interference in their country and hold the Boer in contempt, make no secret of shaking off and for ever the lording over them of Joubert and his men. The Swazies will invade the Transvaal the moment British troops cross the Transvaal border.

For years the Free State farmers have been haunted by the fear of the Basutos. The Basutos have long standing grievances against the Free State, which they intend to wipe out. They are determined to repossess the conquered territory which the Free State by false means was allowed to steal from them. The Basutos' intentions have been for long known.

Let the burghers of the Free State join forces with the Transvaal, and the Basutos will sweep their country from the Orange River to the Vaal.—R. W. REID in the *Daily Mail*.

OCEAN TRAMPS.

AND THE VARIOUS CARGOES THAT THEY SHIP FOR US.

It is remarkable how few people, except those immediately concerned, have any great knowledge of one peculiar feature of the maritime life of our country. Every year numbers of small steamers, often ugly and dirty to look at, commonly called 'tramps,' from their readiness to go anywhere, and take a hand at any trade that happens at the moment to promise a few honest pennies, arrive at and leaves our shores.

They bring wheat to make our bread from over the broad Atlantic, or various kinds of grain for our pigs and cattle from the Black Sea, or butter and eggs from the Continent. From the southern sunny States of North American they come crammed to bursting with

HUGE BALES OF COTTON

to supply our factories; or they come splashing across the Bay of Biscay with currants from Greece, or wine from Portugal, or palm oil and coconuts from the Gold Coast. The larger 'tramps' steam further away to fetch us sugar from Java, hemp from Manila, coffee and spices from Ceylon, rice from Burma's paddy fields, or wool from Australia and New Zealand.

Among the thousands of men from which the crews of this ever-increasing portion of our mercantile marine are drawn may be found the most curious mixture of the nationalities and characters. The engineers are nearly always Scotchmen, and the carpenters, as a rule, are Scandinavians, English and Irish, Danes and Norwegians, Germans and Italians. Lascars and negroes combine to swell the babel of tongues in fo'c's'le or stokehold. Whether deck-hand or fireman has, on the whole, the best time is a moot point. A winter's day on deck in the Bay of Biscay, with the

GREEN SEAS DELUGING

all fore and aft, souses the sailor through and through with icy water, while the fireman is warmly and drily ensconced below; on the other hand, under the tropical sun of the Red Sea the latter is gasping beneath the ventilator that carries a little fresh air from the deck to assuage the fierce heat from the furnaces. Yet, even in these circumstances, man can forget their surroundings. The engineer of an old 'tramp' steamer coming home up the Red Sea one afternoon heard much jabbering in the stokehold. Looking through the iron grating above, he saw one of the firemen—a stumpy little individual with a large, ugly head, dressed only in a pair of boots and dirty trousers, for the heat was awful—solemnly reciting 'Romeo and Juliet' from a much-worn book to his mate of the watch, between the intervals of firing.

The masters of 'tramp' steamers differ very much. One old captain, under whom I sailed for a short time, was a magnificent sailor, a good man of business, and most

CAREFUL OF HIS SHIP,

but a great trouble to his owner on account of his invariable quarrels with his mates and engineers. His spelling, also, was peculiar—so much so that, on one occasion, he wrote home in great wrath to relate the misdoing of a 'male steamer' that had nearly come into collision with him.

There are many people who do not like 'tramp' steamers. Such are the owners of small sailing craft—be it little yachts, or fishing-luggers, or coasting schooners. These often aver bitterly that the average 'tramp' blunders along at sea with a bad look-out, or none at all; and, taking no notice of their lights, crashes into them remorselessly, too often sending some of the occupants to a sailor's grave. On the other hand, a small sailing vessel may be very aggravating to the man navigating a 'tramp' steamer by unnecessarily blocking the way in a narrow channel or in a river. The officers of the mail steamers also profess great

DISLIKE OF THE 'TRAMP,'

which may be partly assumed, as becomes their superior position, but is also partly real, for they greatly dread a collision with some badly-steered, carelessly-managed vessel, heavily laden with coal or iron or grain.

What becomes of all the 'tramps?' That's the mystery! Some are sold to foreigners, some are broken up for old iron; but the majority are probably lost through what is technically known as 'some peril of the sea.' Their lives are not generally long ones, but they are useful while they last, and the nation could ill do without them.—*Evening News.*

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SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, May 1, 1890. 1076

A TERRIBLE COUGH.
A TERRIBLE COUGH.
A TERRIBLE COUGH.

'94, Commercial Road, Peckham, July 12.

'Dear Sir,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of "Tracheotomy" (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucous, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL.'

A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.
A DOCTOR'S TESTIMONY.

'South Park, Cardiff, South Wales, Sept. 28, 1893

'I have indeed, great pleasure in adding my testimony to your excellent preparation of Cough Lozenges, and I have prescribed it now for the last eight years in my hospitals and private practice, and found it of great benefit. I often suffer from Chronic Bronchitis; your Lozenge is the only remedy which gives me immediate ease. Therefore I certainly and most strongly recommend your Lozenges to the public who may suffer from Catarrh, Bronchitis, Winter Cough, or any kind of Pulmonary Irritation.—Yours truly,

'A. GABRIEL, M.D., L.R.C.P. and L.M. Edinburgh. L.R.C.S. and L.M. Edinburgh.

USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.
USE KEATING'S LOZENGES.

'IT IS NEARLY 50 YEARS AGO' since KEATING'S COUGH LOZENGES were first made, and the sale is larger than ever, because they are unrivalled in the relief and cure of Winter Cough, Asthma, and Bronchitis; one alone gives relief.

UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold in Bottles by all Chemists. E4

A WONDERFUL MEDICINE.

BEECHAM'S PILLS

are universally admitted to be

Worth a Guinea a Box

FOR BILIOUS AND NERVOUS DISORDERS,

Sick Headache, Loss of Appetite, Scurvy and Blotches on the Skin, Disturbed Sleep, &c.

For females of all ages they are invaluable

The 1/1½d. boxes contain 56 Pills. Price, 50 Cents a Box.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helen's, England.

Sole Agents for Hongkong and China:—WATKINS & Co., 64, Queen's Road.

CHRISTMAS GREETINGS IN ADVANCE.

AN early opportunity to those wishing to send Greetings to their relatives and friends at Home.

I have just opened a parcel of RAPHAEL TUCK'S XMAS and NEW YEAR CARDS of various pretty designs and descriptions specially selected to suit the taste of young and old.

Very moderate Prices, and at usual 10% discount for Cash.

H. RUTTONJEE, 13 and 15, Duddell Street, Hongkong, 21 and 22, Elgin Road, Kowloon.

Hongkong, October 26, 1899. 2353

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN, Entrusted to the SOCIETY of the 'MISSION ETRANGERES.' (Translated by EDWARD HARPER PARKER, and Reprinted from 'THE CHINA REVIEW.')

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

Hotels.

Intimations.

CHURCH SERVICES.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—22ND SUNDAY AFTER TRINITY, SUNDAY, OCT. 29.

11 a.m.—Matins:—Responses, Ferial; Venite, Savage; Psalms, Turton, Barnby and Brownsmith; Te Deum, Woodward, Smart and Turle; Benedictus, Troutbeck in G; Anthem, 'The Salvation of the righteous' Vincent; Hymns, 161 and 370.

5.45 p.m.—Evensong:—Responses, Ferial; Psalms, Rimbault and Stainer; Magnificat, Hawes in E flat; Hymns, 220, 239 and 167; Voluntaries, March from 'Athalie'—Mendelssohn; 'Berceuse'—King.

UNION CHURCH.—SUNDAY, OCTOBER 29.

11 a.m.:—Hymns, 8, 267 and 301; Psalm, 98, Crotch; Anthem, 17, 'Enter not into judgment,' Attwood; Voluntary, Wesley.

6 p.m.:—Hymns, 3, 271, 179, 118 and 205; Voluntaries, Goss and Randegger.

WESLEYAN METHODIST CHURCH.—WANCHAI SUNDAY, OCT. 29.

Morning:—10.30. Evening:—6.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Maidzuru Maru* leaves for Swatow.

8 a.m.—*Bengal* leaves for Shanghai.

4 p.m.—*Sydney* leaves for S'hai.

Miscellaneous.

Goods per *Pekin* not cleared after 4 p.m. subject to rent.

MEMOS. FOR MONDAY.

Auctions.

2.30 p.m.—Auction of Household Furniture, at No. 34, Queen's Road Central, (Top Floor, above Messrs. W. Powell & Co.)

3 p.m.—Auction of Crown Land at Barker Road.

3.15 p.m.—Auction of Crown Land, at Caine Road.

Miscellaneous.

Goods per *Annam* unclaimed after Noon, subject to rent.

General Memoranda.

TUESDAY, October 31:—

8 p.m.—Meeting of Lion and Rose Lodge.

WEDNESDAY, November 1:—

Noon.—Private Meeting of Shareholders of the Humphreys Estate and Finance Co., Ltd., at the Registered Offices 33 and 40 Queen's Road Central.

Goods per *Kinluck* not cleared this date at 4 p.m. will be subject to rent.

9 p.m.—Meeting of Zetland Lodge.

Good per *Hokuto Maru* not cleared after this date subject to rent.

FRIDAY, November 3:—

Goods per *Bengal* not cleared at 4 p.m. subject to rent.

Goods per *Bamberg* undelivered after this date subject to rent.

SATURDAY, November 4:—

9 p.m.—Performance of the A. D. C., in the City Hall.

WEDNESDAY, November 15:—

Noon.—Tenders for Freight, received by the Store Officer, H.M. Naval Yard.

THURSDAY, November 16:—

Noon.—Auction on board, a Partially-Constructed Hull of a Steamer, now lying at Yaumati.

3 p.m.—Auction of Valuable Property, at Inland Lot Nos. 297 and 511, by Mr C. P. Lammert.

BIRTH.

At Seoul, Corea, on 20th September, the Wife of Mr ALEX. KENMURE, Agent, British and Foreign Bible Society, of a Daughter.

MARRIAGES.

At the Cathedral, Shanghai, on 23rd October, RONALD CHARLES HOWLETT to LILIAN EUFFIE, daughter of the late Edmund Ward, of Dartford, Kent, England.

At the Trinity Cathedral, Shanghai, on the 23rd October, by the Rev. H. C. Hodges, M.A., ALFRED HILL, of Newton Abbot, Devon, to MINNIE, youngest daughter of the late Charles Walmsley, of West Kensington, London.

DEATH.

At Berlin, OTTO MIRETZKI, of the Deutsch-Asiatische Bank, formerly of Shanghai and Tientsin. (By telegram.)

☞ *The publication of this issue commenced at 5.00 p.m.*

The China Mail.

HONGKONG, SATURDAY, OCTOBER 28, 1899.

IT is one of the best features of public life in England that whenever a crisis arises in our national or imperial life all petty differences sink into nothing, and our public men combine forces to avert the threatened danger. This is patriotism. Love of country, in the best sense of the word, is the sentiment or force that produces these combinations. They have been frequent during the modern history of England, and the spontaneous display of Imperial sentiment shown at the present time wherever the British flag flies is evidence, if such were needed, that whenever dangers threaten the Mother Country her offspring will hasten to her aid. All honour is due to the men throughout Greater Britain who volunteered their services for South Africa; but what we wish most particularly to emphasise at this time is the splendid self-restraint of the Opposition party leaders in England when it was placed beyond doubt that President Kruger and President Steyn, and the Boer leaders in the Transvaal and the Orange Free State, intended to strike a decisive blow at the paramountcy of Great Britain in South Africa. For long the true intentions of the Boers was hidden from the public eye, throughout the discussion of seemingly unimportant issues. Behind it all, Sir Alfred Milner and Mr Cecil Rhodes and Mr Chamberlain knew that the Boers were merely 'marking time,' and that as soon as they considered themselves strong enough they would endeavour to overthrow British supremacy. Down to the eleventh hour the Radical Opposition, for want of a better party cry, espoused the Boer cause. This they did half-heartedly, it is true, for Mr Campbell-Bannerman and the Radical Caucus are far too shrewd as party organisers to attempt to pull strongly against a popular national feeling. As party organisers, they endeavoured to educate public opinion, but failed to influence it to any appreciable extent. Whilst the controversy between the Imperial and the Transvaal Governments was going on, it became more evident that the Boers were pushing their claims too far. Party polemics then ceased. It would not do to encourage the contumacious Boers in the belief that there existed in Great Britain any strong support of their contentions. The Radical party, whatever the opinions of a few individuals, stands shoulder to shoulder with the Unionist party—all are blended, for the time at least, into one grand Imperial party, pledged to support the Crown in the reassertion of British supremacy in South Africa. Up to the present, the British forces in Natal have met with few successes. The speedy combination of forces between the Transvaal and Orange Free State Boers indicates that a complete understanding among the Boer leaders must have existed for a considerable time—a preconcerted plan providing for the invasion of British territory. Aided by foreign sympathisers, whose principal bond of union appears to be a jealous and unreasoning hatred of everything British, the Boers have swooped down upon all the outlying British positions, and instead of an invasion of the Transvaal we see a determined attack upon British forces on British soil, and the prevailing hope is that General Sir George White and his men will be able to stop the rush and save the situation. Their early successes have emboldened the Boers. Not content with fighting for absolute independence, they have boldly proclaimed the annexation of British territory. Here again they have made a political mistake. Assuming that the Transvaal and the Orange Free State were to continue as political entities, after the war is ended, the Boers will have less sympathy and support in England than they had three months ago; and if the outcome of the war is a proposal to effect the absolute annexation of the two subsidiary States then there is not likely to be much opposition in the British Parliament. But that is looking ahead too far. We must first hatch our chickens before counting them. With the country behind them, we expect the Government to adopt very effective measures to crush this Boer rising. Supplies have been voted, and reinforcements are on their way to the Cape, and we hope soon to hear of successes to set off against the Boer victories.

VESSELS AT THE DOCKS:—At *Kowloon*.—Isla de Cuba, Isla de Luzon, Simla, Liberal, May Flint, Petrarch, Zafiro, Esmeralda, U. S. Oregon, Yuensang, Culgoa, Guthrie. *Cosmopolitan*.—Don Juan de Austria, Mongkut. *Aberdeen*.—(None).

Editorial Comment.

THE VOLUNTEER CAMP OF INSTRUCTION.

On Monday morning camp will be struck at Stonecutters, and our citizen soldiers will return to Hongkong to resume their different avocations without the interruptions absolutely essential to continued attendance at camp. In the outposts of the empire the spirit of patriotism is more sensitive than at home by reason of a more congenial environment for its cultivation, and to volunteer for service in the reserve forces is the only practical demonstration of this patriotism within the range of the capabilities of business men. The Volunteer Corps was raised to its present numerical strength by the appeal to the patriotism of the young men in this Colony. But the value of a volunteer force can hardly be judged from the number of men on its muster roll: a number of inefficients would be a source of weakness to the Corps. It was, therefore, with a view of increasing the efficiency of the Corps that the present Camp of Instruction was arranged, and to those who have had opportunities of observing the Volunteers engaged in their different manœuvres and the routine of work at camp it is evident that the period of service under canvas fully justified the official title of Camp of Instruction. It has been remarked in our camp notes that there has been an air of seriousness about the camp this year which distinguished it from previous camps. The drills and other details of camp life have been carried out with military regularity and precision, and strict discipline has been maintained. Under these conditions the efficiency of the Corps has been manifestly increased, and the value of the organization to co-operate in the defence of the Colony is thereby considerably enhanced. Nowadays, as ever, notwithstanding the high state of perfection and the destructive powers of modern weapons, it is the personal element upon which depends the issue of the conflict. It is the spirit of unanimity which actuates a well-trained battery. Without this unanimity it is impossible for the commanding officer to fight his battery with success. To attain this control is the object of the discipline and drill which the Volunteers have been so assiduously practising during the past week. It is sincerely to be trusted that the spirit of enthusiasm which has been manifested during camp will not be abated, and that the Volunteers will continue to seek further advancement in efficiency by regular attendance at the drills during the season and intelligent attention to the instruction there imparted. It is to be hoped also that employers of labour will continue to lend their support to the Corps by maintaining an active interest in its welfare and thereby placing no obstacles in the way of its advancement. Let the endeavour be to emulate the sentiments of the motto of Britain's first line of defence and be 'Ready, aye, ready' for any eventuality.

LOCAL AND GENERAL.

Amended.

The departure of the P. & O. Co.'s s.s. *Bengal*, Captain S. Barcham, for Shanghai, is postponed until 8 a.m., to-morrow, the 29th inst.

Hongkong Hotel.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this (Saturday) evening from 8 p.m. to 9.30 p.m. The following is the programme:—

March	'Austria'	*Neczecsay.*
Overture	'Exile'	*Gossec.*
Valse	'Bahar Gulshan'	*H. S. Abdul.*
Fantasia	'Pastoral Scene'	*Hume.*
Song	'Dolce Serenade'	*Bucalossi.*
Polka	'The Whistling'	*Lumbye.*

'GOD SAVE THE QUEEN.'

The Wesleyan Methodist Church.

At the Wesleyan Military Church, on Sunday Oct. 29th, Missionary Sermons will be preached, in the morning, at 10.30, by the Rev. T. W. Pearce, in the evening, at 6, by the Chaplain. On Monday evening, at 5.30, a tea will be provided, after which a Missionary Meeting will be held, to be addressed by Miss Annie Wood (of Canton) and others. Choruses and solos will be rendered. Surgeon General Evatt, P.M.O., has kindly promised to preside.

A Gallant Gordon Highlander.

The *Times of Ceylon* of the 12th inst. reports:—Mr J. Campbell, formerly of the Gordon Highlanders, and at present Inspector of Police stationed at headquarters, Colombo, has applied to be employed in the war against the Transvaal. Mr Campbell's application has, we learn, been strongly recommended by the Inspector-General of Police, and the matter is under the consideration of the local Government. Mr Campbell does not belong to the Reserve, having purchased his discharge from the regiment with which he was connected. He has applied to be enrolled in the Mounted Police for the Transvaal war.

ROBINSON Piano Co.'s own manufacture; best for this climate and hard wear. Guaranteed.—Price, $350.

'FOR THE BLOOD IS THE LIFE.'—If the blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. Clarke's World-famed Blood Mixture is warranted to cleanse the blood from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of all kinds its effects are marvellous. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. Beware of worthless imitations and substitutes. 224

Notes by the Way.

There are 1500 Volunteers going to South Africa from Victoria.

It has been decided to introduce the starting gate at the Colombo Races.

The calling out of the British militia and reserves withdraws upwards of 210,000 from civil life.

Captain E. T. Buttanshaw, of the Army Service Corps, has received his majority.

Mr R. Grant, an engineer of the Japanese steamer *Sanuki Maru* died in the Hospital at Colombo on the 14th inst.

The *Kobe Herald* reports a fire at a camphor refinery owned by Mr A. J. McGlew. The loss was estimated at 36,000 yen.

The German dredger No. II., from Kiel, chartered by the Russian Government, arrived at Colombo on the 13th inst., bound for Port Arthur.

Lieut. H. E. Hilman, late 1st Lieutenant of H.M.S. *Humber*, takes command of the river gun-boat *Snipe*, recently put together at Shanghai.

The Scotch crew won the international eight-oar race at the Shanghai Regatta, defeating the English crew, after a hard race, by half-a-length.

The Transvaal Government having 'commandeered' American citizens to fight against the British troops, the U.S. Government is determined to prevent it.

Captain H. A. Johnsen, of the *Salualin*, reports that he spoke on the 14th instant in Lombok Straits, the American ship *St. Paul*, of New York, Captain Treat, bound from New York, to Japan, who wished to be reported all well.

The German steamer *Lothum* has just been sold to a Chinese firm at Penang, who will run her between that port and Singapore. She will be retransferred to the British flag, and will probably resume her former name of *Rhine*.

Monsieur Bertillon's system of anthropo metric measurement for the tracing of habitual criminals, which was introduced in India some years ago, is reported not to have worked well and it will soon be abandoned, the finger print system presumably taking its place.

This, from a Bristol paper, is the funniest definition of an orphan we have ever read:—

Adoption.—Will any kind Lady Adopt Baby Girl, orphan; complete outfit clothes, &c. Father going to the Cape.—Write Russell, c/o Hayward's, Bristol.

In the whole history of the 'America' Cup cot tests the British challenger has won only one race since the cup went to America, and that was when the *Livonia* defeated the *Columbia* in 1871, owing to an accident to the American boat. The record is therefore not one of which British yachtsmen need be proud.

The Legislative Council meets on Tuesday next at 3 p.m., when the Ordinance amending the Law relative to Solicitors will be brought up for its second reading and the Ordinance amending the Rating Ordinance, 1888, will be read a third time. The Council will continue, in Committee, the consideration of an Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the closed houses and insanitary dwellings Ordinance, 1894.

Post Office.

We have received a corrected statement of revenue and expenditure of the Post Office for the years 1889-1898. The revenue for 1889 was $142,309.11 and the expenditure $163,127.26. The expenditure for the following year was $115,898.13 and not $39,822.73 as in the previous statement published. There is also a difference in the expenditure for 1896—$188,281 17 instead of $188,881.17.

The Loss of the 'White Cloud.'

At the Magistracy to-day, the hearing was continued of the charge against Captain Raymond of knowingly taking the steamer *White Cloud* to sea in an unseaworthy condition. Mr F. B. L. Bowley (Acting Crown Solicitor) conducted the prosecution; Mr E. J. Grist appeared for the defence. Mr Rodrigues, second engineer of the *Poican*, and who was formerly sole engineer on the *White Cloud* for the last six years, said he left the vessel on the last day of August. The engines were in good condition, but the boilers were weak. If there was no typhoon signalled and it was good weather he would have gone willingly to Manila in the *White Cloud*. Li Po, who signed on as boatswain of the *White Cloud* for the voyage to Manila, gave evidence respecting the condition of the vessel. The case was then adjourned till Tuesday.

THE Blood is the source from which our systems are built up, and from which we derive our mental as well as our physical capabilities. If the blood is diseased the bad is diseased. Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give Clarke's world-famed Blood Mixture a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes. 224

The Mail.

The delivery of the English Mail was begun at 7.15 a.m.

The Plague.

During the twenty-four hours ended at noon yesterday, there was 1 case and 1 death from plague reported to the Sanitary Board.

Hongkong Football Club.

On Monday afternoon the Hongkong Football Club will hold an Inter-Club Match—White v. Red. Kick-off at a quarter to five, sharp.

White:—F. H. Kew, goal; B. C. M. Johnston and R. J. Hall, backs; T. W. Hornby, C. T. Kew, and I. Grant-Smith, halves; A. R. Lowe, H. E. Green, J. F. Noble, A. C. R. Greene, R. A. and H. A. Seth, forwards.

Red:—G. H. N. Sexton, goal; M. B. Blake and H. Pinckney, backs; S. L. Jenkins, E. H. Hinds, and H. W. Looker, halves; J. D. Danby, H. C. R. Hancock, D. F. Tulloch, R.A., T. Yule, and E. J. Libeaud, forwards.

Java Dutch and Kruger.

The following telegram (in Dutch) was sent by the Sourabaya people one day early in October:—

'President Kruger, Pretoria.

In the name of Dutch residents of Sourabaya we wish you and your people God's best blessings in these difficult times of struggle for your independence, with the expression of our full sympathy with your noble aim. Keuchenius, Dinger, Ter Kuile.'

The Resident's signature was the first on the list of sympathisers supporting the telegram. When the Batavia papers saw that this telegram had been sent by the Sourabaya public they twitted the Batavia people with being behind Sourabaya in good deeds, so on President Kruger's birthday the following telegram was sent:—

'President Kruger, Pretoria, many residents Batavia, remembering your birthday, wish you God's best blessings in these difficult times of struggle for your independence. Their hearts beat warmly for you and your brave people.

Deluatdekanter, Dinger, Hooyer.'

The cost was covered by public subscription and a list of all subscribers will be posted to President Kruger. A fund has been started on behalf of the wounded and orphaned or otherwise bereaved Boers in Africa. Committees and funds for this object are being formed at Batavia and elsewhere. The Transvaal Fund is filling very rapidly, all classes of people giving to it freely. The telegram to President Kruger was over-subscribed by more than f.200 and this has gone to the Transvaal Fund. This fund is presided over by the Vice Admiral, and its objects are purely philanthropic.

Round the World Cyclist.

Still another cyclist has commenced a journey round the world, and according to accounts from the United States, he started from St. Louis recently, the principal items of his outfit consisting of a bicycle, an empty purse, a nightshirt, and a confident smile. This young man has set himself the task of returning to his home within two years with £1,000 in cash, which is to be accumulated *en route*. Should he succeed he wins another £1,000.

Eastern Volunteers Required.

We understand (says the *Times of Ceylon*) that a notice has just been issued to the members of the Ceylon Artillery Volunteers by the section Commanders with the view of ascertaining the names and number of members who would be willing to garrison the town of Colombo in the case of certain eventualities—supposing the Highland Light Infantry and the Royal Artillery were called away. We believe that the notice has been very freely signed, although the matter has not yet received the sanction of Major Symons, who is at present up-country.

Peking University.

Since the close of the summer, says a Peking dispatch, three new branches of study have been added to the curriculum of the Peking University. These are military science, science of government, and the ancient and modern histories of all nations, including that of China also. In the last named two branches only men of high literary degrees will be admitted as students, the intention being to fit them specially for the posts of prefects, subprefects, department and district magistrates, collectively known as 'local authorities.' The importance of even a partial knowledge of these two sciences by such officials is obvious enough as compared with their present states of ignorance throughout the empire. —*N. C. Daily News.*

Schooner Wrecked.

We are indebted to Capt. J. H. Brown, of the steamer *Tamsui*, for the following report, dated Newchwang, the 18th (says the *N.-C. Daily News*):—

'Passing the N.E. Promontory, 8 a.m. 18th instant, observed signals flying from signal staff at Light House as follows:—

'Report to the Customs a schooner wrecked hereabouts.'

I expect it to be a lumber vessel bound North, either to Tient-in or Newchwang. Saw several pine planks floating about in the neighbourhood of the Promontory. Experienced a violent N.W. gale on the 15th and 16th inst., and no doubt during that gale she ran on the rocks. We could see no signs of any wreck along the coast.

BANJOS, Mandolines, Strings &c. New Stock, American Folios and Music.—Robinson Piano Co.

REV. S. A. DONAHOE

Testifies to the Good Qualities of Chamberlain's Cough Remedy.

ON the 10th of December, 1897, Rev. S. A. Donahoe, pastor M. E. Church, South, Pt. Pleasant, W. Va., contracted a severe cold which was attended from the beginning by violent coughing. He says: 'After resorting to a number of so-called "specifics," usually kept in the house, to no purpose, I purchased a bottle of Chamberlain's Cough Remedy, which acted like a charm. I most cheerfully recommend it to the public.' For sale by All Dealers. Watkins & Co., General Agents.

'FRAGRANT WATERS' MURMUR.

That I hear glowing accounts of the excellent shooting made by all branches of our Volunteer force at the Stonecutter's Camp during the current week.

That nothing more has been heard of the promised reorganisation of the Sanitary Board on a representative basis, which is believed to be the first step required to put sanitary matters on a better footing.

That His Excellency's proposal to make more airy cubicles may be a sort of alternative for the promise of a popular Sanitary Board.

That bigger cubicles would necessarily mean bigger rents, and $1.80 to $2 per month is clearly a sufficient tax on men earning $7 to $8 per month, with wives to support.

That increase of rents will mean increase of wages all round—one of the things which proper representation would help to keep within reasonable bounds.

That tramways to the suburbs, and houses built by Government, would help the overcrowding and rackrenting.

That the new Insanitary Properties Ordinance ought to effect some improvement.

That the present-day landlords may be divided into two classes—those who are willing, and those who are unwilling, for, according to the Board's own statements, over *two thousand* houses in the Western District still remain not limewashed.

That it would seem the willing horses have had the bulk of the burden thrown upon them, and the question naturally arises why have the non-washing liners succeeded in evading the law?

That this is not only unfair to the public, but is unjust to the law-abiding landlords.

That while congratulating Surgeon-Major-General Evatt on his promotion, it may be excused if residents feel somewhat sore over the part he took in depriving them of the Mount Austin Hotel, and so doubling the house rents at the Peak.

That I hear the Mount Austin Barracks are not the great success which was expected, and are spoken of by the Tommies as 'Ell on the 'Ights.'

That their better-halves admit the Peak air is good for children, but there are no shops at the Peak, and Tram fares are high.

That the engrossing subject of interest has been the Transvaal movements, and some disappointment has been felt at the contradictory and apparently unreliable messages received.

That this may in a measure have been caused by confusion and wire-cutting.

That I do not take a doleful view of our position, as I fancied all along our War Office would be sure to permit the Boers to get one or two blows in first.

That the capture of the Hussars must stand as a perplexing problem until we hear particulars, as the thing looks incomprehensible at present.

That there is only one sentiment now throughout the British Empire—namely, to see this war out to the end, mistakes and all thrown in.

That officers and soldiers will fall in doing their duty, and every sympathy will be felt for their friends and relatives; but the prestige of the Empire has been challenged, and it must be maintained.

BROWNIE.

THE WRECK OF THE DOMINION LINER 'SCOTSMAN.'

DR CHALMERS A PASSENGER BY THE STEAMER.

We learn that the Rev. Dr Chalmers was a passenger by the Dominion liner *Scotsman*, the report of the wreck of which vessel has previously appeared in our columns. It will be remembered that at the time of the wreck a mutiny occurred amongst the crew. A telegram has been received that the reverend gentleman was saved.

CRICKET.

HONGKONG C. C. v. HONGKONG F. C.

Played at the Cricket Ground to-day, and resulted in an easy victory for the Football players. For the F.C., J. A. Ross captured 4 wickets for 8 runs, Higgon 2 for 24, and Waymouth 3 for 62. Scores at 3.30 p.m.:—

CRICKET CLUB.

Lieut. Strong, R.M.L.I., c Hancock, b Waymouth	3
Lieut. H. F. Jelf, R.N., c Tuck, b Waymouth	36
D. Wood, b Higgon	1
Lieut. Hill, R.W.F., b Higgon	14
C. S. P. Franklin, R.N., l.b.w., b Ross	10
Capt. Langhorne, R.A., c Waymouth, b Ross	12
A. Wilson, R.N., b Ross	2
Major Clark, R.A.M.C., b Ross	3
H. M. Elliott, R.N., c Ross, b Waymouth	4
Lieut. Lewis, R.A., not out	0
Rev. G. R. Vellings, absent	2
Byes	—
Total	96

FOOTBALL CLUB.

Dr Tuck, R.N., c Franklin, b Jelf	21
J. E. Lee, b Elliott	6
H. C. R. Hancock, c coolie, b Jelf	15
A. G. Ward, not out	43
Capt. Tullock, R.A., not out	9
Byes	6
Total for 3 wickets	100

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 26th at 11.50 a. The barometer has risen over the Philippines, fallen in Japan. High pressure still covers China, and pressure seems to be low in the Pacific to the S. of Japan. Gradients moderate. Fresh monsoon on the coast, strong monsoon in the N. part of the China Sea. Forecast:—fresh N.E. to N. winds; fine.

CABIN Pianos: very compact, 5 Octaves; iron frames. Transposing Pianos.—Robinson Piano Co.

MANY THANKS.

I Wish to express my thanks to the manufacturers of Chamberlain's Colic, Cholera and Diarrhœa Remedy, for having put on the market such a wonderful medicine, says W. W. Massingill, of Beaumont, Texas. There are many thousands of mothers whose children have been saved from attacks of dysentery and cholera infantum who must also feel thankful. It is for sale by All Dealers. Watkins & Co., General Agents.

CLARKE'S WORLD-FAMED BLOOD MIXTURE.—The most searching Blood Cleanser that science and medical skill have brought to light. Sufferers from Scrofula, Scurvy, Eczema, Bad Legs, Skin and Blood Diseases, Pimples, and Sores of any kind are solicited to give it a trial to test its value. Thousands of wonderful cures have been effected by it. Sold everywhere at 2s. 9d. per bottle. Beware of worthless imitations and substitutes. 224

TO-DAY'S TELEGRAMS

CHINA MAIL'S SPECIAL SERVICE

SUMMARY OF ENGAGEMENTS.

BRITISH AND BOER LOSSES.

JOUBERT ADVANCING ON LADYSMITH.

BOERS REPULSED AT KIMBERLEY

MAFEKING HOLDING OUT.

DUNDEE VICTORY DISCOUNTED.

(From Our Own Correspondent.)

LONDON, October 28, 8.5 a.m.

In the engagement at Dundee, the Boers, in superior numbers, attacked the British position, but were beaten off, and a successful counter-attack was made by the British.

The effect of this victory, however, was lost owing to the capture of a squadron of the 18th Hussars, which rendered necessary the retreat of General Yule's command towards Ladysmith.

In the engagement at Elandslaagte, the British victory was decisive.

At Rietfontein another indecisive engagement was fought.

The total British losses in Natal to date are six hundred men killed and wounded. It is estimated that the Boer losses are about the same.

General Joubert, the Transvaal Commander-in-Chief, is advancing with a strong force upon Ladysmith, where it is anticipated the combined forces of Generals White and Yule will give them battle.

The Boer attack upon Kimberley was sharply repulsed.

News from Mafeking is coming through slowly, but the latest report arriving here is that the town is beleagured by the Boers, but is still holding out against considerable odds.

[We have arranged for a special service of telegrams from London during the continuance of hostilities. Our London correspondent, unaware of the supply sent out by Reuter's Agency, has thought it best, apparently, to summarise the past week's fighting. From this point we hope the service will be fuller.—ED., *C.M.*]

REUTER'S TELEGRAMS.

LONDON, 25th October, 1899.

THE WAR.

General Yule and General White have effected a junction. General White occupies all the strong positions on the road to Ladysmith.

The loss of the British in the engagement with the Free State troops on Tuesday was 13 killed and 96 wounded.

The War Office learns unofficially that the Boers, after the attack on Glencoe, captured a squadron of the 18th Hussars, with eight officers.

LONDON, 26th October, 1899.

A train load of prisoners, including nine officers of the 18th Hussars and Dublins (Dublin Fusiliers), captured after the fight at Glencoe, has arrived at Pretoria. The prisoners were received by a great crowd in solemn silence. Thirty Hussars, under a Sergeant, have reached Ladysmith, having fought their way through.

General Yule reached Ladysmith after an arduous night march in tremendous rain. The troops were sorely fatigued, but in good spirits, and only need rest.

The bombardment of Mafeking has commenced.

General Symons is dead.

(Reuter's Service to Singapore.)

LONDON, October 27.

THE BOER SHOOTING POOR.

It is noteworthy that the Boer shooting has been consistently poor hitherto.

A PROVISION TRAIN CAPTURED.

The Boers have captured a provision train between Ladysmith and Dundee.

DUNDEE ISOLATED.—PRESS CORRESPONDENTS PRISONERS.

Communication with Dundee has been cut. This place is reported to contain an Imperial officer and several correspondents, who are all prisoners.

THE SECURITY OF LOWER NATAL.

Sir George White has taken steps to secure Maritzburg and Durban against raid.

A BOER ADVANCE.

Nine thousand Boers are advancing from Hattingspruit. The Leicester Regt. and the 13th Field Battery have gone to meet them.

OCCUPATION OF VRYBURG.

The police have been withdrawn from Vryburg, which the Boers occupied on Sunday.

PARLIAMENT.

The Commons have voted the address.

I HEAR he refused to take a laxative when he was operated on. 'Tut, he said he'd pulled through worse, he paid his bill.'

Mails.

Occidental and Oriental Steam-ship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Nov. 4, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Thursday, Nov. 30, at Noon.
Doric (via Amoy, S'hai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, Dec. 23, at Noon.

THE Co.'s Steamship *COPTIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th Nov., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, October 10, 1899. 2250

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

* *Algoa* (via Moji, Kobe, Y'hama and Honolulu) ...	Tuesday, Nov. 21, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	Saturday, Dec. 16, at Noon.

THE U. S. Chartered S. S. *ALGOA* will be despatched for SAN FRANCISCO *viâ* MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 21st November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

* For Cargo only.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Though Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice o direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, Oct. 25, 1899. 2294

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 4th November, at Noon, the Company's Steamship *TONKIN*, Capt. VAQUIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *via* BOMBAY.

This Steamer connects at COLOMBO with the s. s. *Polynesien*, which vessel takes on her Passengers and Mails, leaving that Port on the 12th November, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, October 21, 1899. 2320

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Wednesday	Nov. 8.
König Albert.....	Wednesday	Dec. 13.
Prinz Heinrich	Wednesday	Dec. 27.
Preussen	Wednesday	Jan. 10.
Karlsruhe	Wednesday	Jan. 24.
Sachsen	Wednesday	Feb. 7.
Oldenburg	Wednesday	Feb. 21.
Bayern	Wednesday	March 7.
Stuttgart ...	Wednesday	March 21.
König Albert...	Wednesday	April 4.
Weimar.....	Wednesday	April 18.
Prinz Heinrich	Wednesday	May 2.
Preussen	Wednesday	May 16.
Hamburg	Wednesday	May 30

ON WEDNESDAY, the 8th day of November, 1899, at 9 a.m., the Company's Steamship *BAYERN*, Captain E. PREHN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 p.m. on TUESDAY, the 7th Nov., and Parcels will be received (at the Agency's Office) until Noon on TUESDAY, the 7th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, October 13, 1899. 2253

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU, and SAN FRANCISCO, UNITED STATES, MEXICO, The CENTRAL and SOUTH AMERICA, Etc.

S. S. *Carmarthenshire*...2,929 Tons.....On 15th November.

S. S. *Strathgyle*.....5,023 Tons.....About 15th December.

S.S. *Carlisle City*...3,002 Tons.....About 31st December.

THE S. S. *Carmarthenshire* will be despatched for SAN DIEGO, and NAGASAKI, KOBE, YOKOHAMA *Via* HONOLULU, on WEDNESDAY, the 15th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

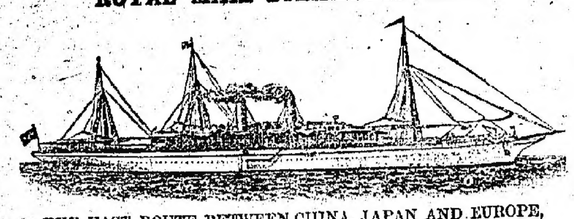
BUTTERFIELD & SWIRE, *Agents.*

HONGKONG, CHINA & JAPAN.

Hongkong, October 24, 1899. 2101

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(*Subject to Alteration.*)

EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 22nd Nov./99.
EMPRESS OF JAPAN...Comdr. G. D. BOWLES, R.N.R WEDNESDAY, 20th Dec./99.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 17th Jan./1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,* PEDDER STREET.

Hongkong, October 25, 1899. 2350

NIPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
KAGOSHIMA MARU, R. NUNOME,	BOMBAY, Via SINGAPORE and COLOMBO.	TUESDAY, 31st Oct., at Noon.
KAWACHI MARU, J. S. THOMPSON,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 3rd Nov., at Noon.
* *IDZUMI MARU*, M. J. CURNOW,	VICTORIA, B.C., and SEATTLE, U.S.A., Via KOBE & YOKOHAMA.	THURSDAY, 16th Nov., at 4 p.m.
BINGO MARU, G. E. P. COOK,	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, October 24, 1899. 1987

NORDDEUTSCHER LLOYD (FREIGHT SERVICE). **HAMBURG-AMERIKA LINIE.** (EAST ASIATIC SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
S. S. *SUEVIA*, Capt. FÖROX,	MARSEILLES, HAVRE and HAMBURG. (L'don with transhipment in H'burg).	On 12th November.	Freight.
* S. S. *SIBIRIA*, Capt. BRAUN,	HAVRE and HAMBURG. (London with transhipment in H'burg.	About 19th November.	Freight & Passage.
S. S. *BAMBERG*, Capt. MAYER,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 28th November.	Freight.
* S. S. *KONIGSBERG*, Capt. CHRISTIANSEN,	HAVRE and HAMBURG. (L'don with transhipment in H'burg).	About 10th December.	Freight & Passage.
S. S. *AMBRIA*, Capt. BURMEISTER,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 24th December.	Freight.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & Co., *Agents.*

Hongkong, October 19, 1899. 1378

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH **Northern Pacific Railway Co.**

Steamer.	*Tons*	*Captain.*	*Proposed Sailing.*
Queen A'laide	2832	F. McNair ...	Nov. 18
St. Irene	3877	W. Attree	Dec. 9
City of Dublin	3328	T. R. Rae	Dec. 30
.....	...	.....	.....

FOR PORTLAND, OREGON, IN CONNECTION WITH **Oregon Railroad & Navigation Co.**

Steamer	*Tons*	*Captain.*	*Proposed Sailing.*
Abergeldie .	3777	J. Murray	Nov. 11
Moncrieffe ..	2874	W. A. Evans.....	Dec. 23
Abergeldie .	3777	J. Murray	Jan. 27
...	...	.....	.....

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £28.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK £65.10.0.

This rate covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation Tacoma or Portland to Livingston and return, and Stage Coach transportation Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, *General Agents.*

Hongkong, October 19, 1899. 2312

HONGKONG MARKET PRICES.

Corrected to Friday, Oct. 27, 1899.

At 1,020 Cash per Dollar Mexican.

		Price. Highest Cash.	Price. Lowest Cash.	Chinese Names.
Butcher Meat.				肉食
Bacon, English, ...	lb.	—	—	來路烟猪肉
,, Amé. Sugar cured	,,	360	350	花旗烟猪肉
,, Foochow, ...	,,	—	—	福州烟猪肉
,, Japan, cured ...	,,	—	—	日本烟猪肉
Beef sirloin & prime cut	,,	130	120	尾龍扒
,, Corned,... ...	,,	150	140	鹹牛肉
,, Roast, ...	,,	130	120	燒牛肉
,, Soup, ...	,,	100	90	湯肉
,, Steak, ...	,,	150	120	牛肉粑
,, Sausages, ...	,,	150	140	牛肉腸
Smoked Tongue, Shanghai,	each	350	340	烟牛脷
Bullock's Brains, ...	per set	70	60	牛腦
,, Tongue fresh,	each	400	350	牛脷
,, ,, corned	,,	450	400	鹹牛脷
,, Head, ...	,,	600	550	牛頭
,, Heart, ...	lb.	80	60	牛心
,, Hump, Salt	,,	150	140	牛肩
,, Feet, ...	each	70	60	牛脚
,, Kidneys, ...	,,	70	60	牛腰
,, Tail, ...	,,	140	130	牛尾
,, Liver, ...	lb.	80	70	牛肝
,, Tripe (undressed)	,,	50	40	牛肚
Calves' Head and Feet,	set	500	450	牛仔頭脚
Hams, American, ...	lb.	360	350	花旗火腿
,, Chinese,... ...	,,	250	240	金華火腿
,, English, New,...	,,	480	470	來路火腿
,, Japan cured, ...	,,	—	—	日本火腿
,, Shanghai, ...	,,	240	230	上海火腿
Mutton Chop, ...	,,	250	240	羊牌骨
,, Leg, ...	,,	250	240	羊肚
,, Shoulder, ...	,,	200	190	羊手
Pigs' Chitlings ...	,,	70	60	猪臟
,, Feet, ...	,,	100	90	猪脚
,, Fry, ...	,,	130	120	猪雜
,, Head, ...	,,	190	120	猪頭
,, Heart, ...	,,	60	90	猪心
,, Kidneys, ...	pair	120	100	猪腰
,, Liver, ...	lb.	190	180	猪肝
Pork, Chop, ...	,,	200	190	猪牌骨
,, Corned, ...	,,	250	240	鹹猪肉
,, Leg, ...	,,	200	190	猪比
,, Fat or Lard, ...	,,	160	150	猪油
Sheeps' Head and Foot,	set	450	400	羊頭脚
,, Heart, ...	each	70	60	羊心
,, Kidneys, ...	,,	100	90	羊腰
,, Liver, ...	lb.	170	160	羊肝
Sucking Pigs, To Order	catty	350	300	猪仔
Suet, Beef, ...	lb.	140	130	生牛油
,, Mutton, ...	,,	160	150	生羊油
Veal, ...	,,	150	140	牛仔肉
,, Sausages, ...	,,	250	—	牛仔肉腸
Poultry.				生口
Chicken, ...	catty	210	200	鷄仔
Capons, ...	,,	220	210	鐵鷄
Ducks,...	,,	200	190	鴨
Doves,...	each	100	90	班鳩
Eggs, Hen	doz.	180	170	鷄蛋
,, Duck, ...	,,	150	140	鴨蛋
Fowls, Canton, ...	catty	290	280	鷄
,, Hainan, ...	,,	220	210	海南鷄
Geese, ...	,,	220	210	鵝
Hares,...	each	—	—	兎仔
Musk Deer, ...	,,	—	—	黃麞
Pigeons, ...	,,	180	170	白鴿
Partridges, ...	each	500	450	鷓鴣
Pheasant, ...	brace	—	—	上海山鷄
Quail, ...	each	90	80	鶉鶉
Rice Birds, ...	dozen	400	350	禾花雀
Snipe, ...	each	160	150	沙錐
Turkeys, Cock, ...	catty	750	700	火鷄公
,, Hen, ...	,,	450	400	火鷄嫲
Wild Ducks, ...	pair	—	—	上海水鴨
Teal, ...	,,	600	550	水鴨仔
Fish.				海鮮
Barbel, ...	catty	130	120	加魚
Bream, ...	,,	130	120	鯿魚
Bombay Ducks, ...	pieces	300	290	孟米魚
Canton Fresh Water Fish,	catty	—	—	海鮮魚
Carp, ...	,,	80	70	鯉魚
Catfish, ...	,,	70	60	赤魚
Codfish, ...	,,	150	140	鹹鱉魚
Crabs,...	,,	140	130	蟹
Cuttle Fish, ...	,,	60	50	墨魚
Dab, ...	,,	70	60	沙孟魚
Dace, ...	,,	90	80	黃尾鱲
Dog Fish	,,	50	40	跌倒沙
Eels, Congor,... ...	,,	90	80	海鰻
,, Fresh water, ...	,,	300	250	淡水鰻
Eels, Yellow,... ...	,,	140	130	黃鰻
Fresh Fish, Large, ...	,,	100	90	鮮魚
Frogs,...	,,	200	190	田鷄
Garoupa, ...	,,	320	310	石班
Gudgeon, ...	,,	120	110	白蛉魚
Herrings, ...	,,	170	160	曹白
Halibut, ...	,,	170	160	將軍甲
Labrus, ...	,,	110	100	黃花魚
Loach,...	,,	130	120	烏魚
Lobsters, ...	,,	160	150	龍蝦
Mackerel, ...	,,	200	190	鯖魚
Monk Fish, ...	,,	250	230	芒魚
Mullet, ...	,,	130	120	鯔魚
Oysters, ...	,,	250	240	生蠔
Parrotfish, ...	,,	130	120	鷄公魚
Perch,...	catty	130	120	頭鱸
Pike, ...	,,	110	100	花破鯊
Plaice,...	,,	200	180	班魚
Pomfret, Black, ...	,,	150	140	黑鯧
Pomfret, White, ...	,,	290	280	白鯧
Prawns, ...	,,	260	250	明蝦
Ray, ...	,,	70	60	琵琶沙
Rock Fish, ...	,,	150	140	石狗公
Roach, ...	,,	150	140	蠢魚
Salmon, (C'ton), fresh water	,,	110	100	馬友魚
Shark,...	,,	70	60	鯊魚
Salt Fish, ...	,,	170	150	鹹魚
Skate, ...	,,	100	90	鱏魚
Shrimps, ...	,,	100	90	蝦
Snapper, ...	,,	170	160	立魚
Soles, ...	,,	150	140	糯沙魚
Tench,...	,,	210	200	鯇魚
Turbot, ...	,,	150	140	左口魚
Turtles, small, fresh water,	,,	350	300	脚魚
White Bait, ...	,,	130	120	銀魚仔
Fruits.				菓子
Apples, (California),...	catty	200	150	金山平菓
,, (Tientsin), ...	,,	—	—	天津平菓
,, (Japan), ...	,,	—	—	日本平菓
Bananas, fragrant, ...	,,	30	20	省城香蕉
,, (brides), ...	,,	30	20	山香蕉
Chestnuts, Chinese, ...	,,	100	90	風栗
Carambola, ...	,,	70	60	楊桃
Cocoanuts, ...	each	80	70	椰子
Grapes, ...	catty	400	340	鮮提子
Ground Nuts, ...	,,	100	90	花生
Lemons, China, ...	,,	50	40	檸檬
Lichees, Dried, ...	catty	200	190	荔枝乾
Lichees, Fresh, ...	,,	—	—	荔枝
Limes, (Saigon), ...	,,	—	—	西貢檸檬
Mangosteen, ...	per	—	—	山竹子
Oranges, Sweet, ...	catty	40	30	新會甜橙
Olives,...	,,	100	90	白欖
Pears, (American), ...	,,	—	—	金山雪梨
,, (Canton), Cooking,	,,	60	50	沙梨
,, (Shanghai), ...	,,	150	140	上海梨
Pine-apples, ...	each	100	90	本地波蘿
Plums, Nemwah, ...	,,	—	—	南華李
,, Red, ...	,,	—	—	紅李
Pumelo, Siam, ...	each	80	70	暹邏柚
,, Canton, ...	,,	100	90	省城碌柚
Walnuts, ...	,,	100	90	合桃
,, Fresh, ...	,,	120	110	鮮合桃
Water Chesnuts, com.	,,	50	40	馬蹄
,, Mandarin,	,,	100	90	桂林馬蹄
Water Melon, Canton,	,,	—	—	省城西瓜
,, Shanghai,	,,	—	—	上海西瓜
Wong Pi, ...	,,	—	—	黃皮
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	60	50	上海丫治竹
Beans, (French), Macao,	,,	100	90	佛蘭西邊荳
,, Sprout, ...	,,	20	10	芽菜
,, Long, ...	,,	100	90	荳角
Beet Root, ...	,,	30	20	紅菜頭
Brinjals, Green, ...	,,	—	—	青元茄
,, Red, ...	,,	40	30	紅茄
Brassica, ...	,,	30	20	白菜
Bamboo Shoots, ...	,,	80	70	竹笋
Cabbage, Chinese, com.	,,	40	30	芥菜
Cabbage, (Shanghai).	each	120	100	椰菜
Cauliflower, ...	,,	—	—	椰菜花
Carrots, ...	catty	60	50	金笋
Celery, Chinese, ...	,,	60	50	唐芹菜
,, English, ...	,,	—	—	洋芹菜
Chilies Dried,... ...	,,	200	180	乾辣椒
,, Red, ...	,,	80	70	紅花椒
,, Green, ...	,,	70	60	青辣椒
Curry Stuff, English,	,,	50	40	加厘材料
Cucumbers, ...	,,	40	30	青瓜
Bitter Squash, ...	,,	—	—	苦瓜
Garlic,...	,,	50	40	蒜頭
Gringer, young, ...	,,	50	40	新子薑
,, old,... ...	,,	50	40	老薑
Horse Radish, S'hai...	,,	320	300	力根
Indian Corn, ...	piece	—	—	粟米
Lettuce, ...	each	20	10	洋生菜
Mushrooms, Fresh, ...	catty	—	—	生草菌
Onions, Bombay, ...	,,	80	70	洋葱頭
,, Green, ...	,,	30	20	生葱
,, Shanghai, ...	,,	—	—	上海葱頭
,, Japan, ...	,,	70	60	日本葱頭
Okroes, ...	,,	120	100	毛茄
Parsley, English, ...	bundle	20	10	洋芫茜
Potatoes, Sweet, ...	catty	30	20	番薯
,, Shanghai, ...	,,	30	20	上海薯仔
,, Japan, ...	,,	30	20	日本薯仔
,, American,...	,,	—	—	花旗薯仔
,, Foochow, ...	,,	—	—	福州薯仔
,, Macao, ...	,,	50	40	澳門薯仔
Pumpkin, ...	,,	20	10	冬瓜
Radish, ...	dozen	20	10	紅蘿蔔仔
Rice, best quality, per picul,		$5.20	—	上白米
,, common ,, ,,		$4.20	—	中白米
Shalots, ...	catty	120	100	乾葱頭
Spinage, (Chinese) ...	,,	—	—	波菜
Spinach, ...	,,	30	20	莧菜
Snake Gourd, ...	,,	—	—	絲瓜
Tomatoes, ...	,,	120	100	番茄
Taros, ...	,,	30	20	芋頭
Turnips, Punti, (Long),	,,	30	20	蘿蔔
Vegetable Marrow, ...	,,	40	30	節瓜
Waters Cresses, ...	,,	70	60	西洋菜
Yams, ...	,,	40	30	大薯

JOHN THOMAS COTTON

Inspector of Markets.

Intimations.

LEA AND PERRINS'

OBSERVE THAT THE SIGNATURE

Lea & Perrins

IS NOW PRINTED IN BLUE INK DIAGONALLY ACROSS THE OUTSIDE WRAPPER of every Bottle of the

ORIGINAL WORCESTERSHIRE SAUCE

Sold Wholesale by the Proprietors, Worcester; Crosse & Blackwell, Ltd., London; and Export Oilmen generally.

RETAIL EVERYWHERE.

E10

"HARLENE" FOR THE HAIR

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.

Full description and directions for use in 29 languages supplied with every bottle.

1s., 2s. 6d., and (3 times 2s. 6d. size) 4s. 6d. per Bottle, from Druggists, etc., all over the world.

EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

"BOS" SCOTCH WHISKY.

MATURED IN SHERRY CASKS.

A Luxury in Pure Scotch Whiskies

The word "BOS" is the Name, Brand, and Registered Trade Mark of this matchless Old Scotch Whisky.

* * *
GOLD CAPSULE.
* * *
BLUE CAPSULE.
*
GREEN CAPSULE.

"BOS" is sold in square white bottles, labled and capsuled, the quality being notified by a small label on each bottle.

The proprietors are skilled blenders of Scotch Whiskies, but in all the experience of their Firm, extending nearly over the present century, they have never been able to accomplish anything so fully complying with the most exacting tests as is now presented in these special blends of "BOS."

Correspondence invited from Firms who desire to handle our Whiskies.

PEASE, SON & CO., Leith, SCOTLAND.

English Addresses LONDON and DARLINGTON, Durham.

Agents—ARNHOLD KARBERG & CO., HONG KONG, CANTON, SHANGHAI, AND HARROW.

E12

HEALTH FOR ALL!!!

HOLLOWAY'S PILLS & OINTMENT

THE PILLS

Purify the Blood, correct all Disorders of the

LIVER, STOMACH, KIDNEYS AND BOWELS.

They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS, Glandular Swellings, and all Skin Diseases it has no rival; and for contracted and stiff joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

78, NEW OXFORD STREET (late 533, OXFORD STREET), LONDON,

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot, and may be had of all Medicine Vendors throughout the World.

☞ Purchasers should look to the Label on the Boxes and Pots. If the address is not 533, Oxford Street, London, they are spurious.

E1

PURE.—NOURISHING.

ESBENSEN'S BUTTER

In TINS with PATENT OPENERS.

ESBENSEN'S PURE BUTTER

To be obtained at all Stores.

☞ DO NOT BE PUT OFF WITH ANY OTHER.

E18

The Only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries

REGISTERED DR LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the Best and only safe reliable Phosphoric Cure for BRAIN WRECKAGE, PARALYSIS, SLEEPLESSNESS, Dyspepsia, Nerve, Kidney and Liver Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils is immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

Its energising effects are shewn from the first day of its administration by a Remarkable Increase of Nerve and Intellectual Power, with a feeling of Courage, Strength, and Comfort. Digestion is invigorated. The Appetite increases wonderfully. Sleep becomes calm and refreshing. The Face becomes fuller, the Lips red, the Eyes brighter, and Skin clear and healthy.

Beware of vile imitations!—None genuine without the British Government Stamp with "Dr. Lalor's Phosphodyne, London, England," engraved thereon, by order of her Majesty's Honourable Commissioners.

Thousands of unimpeachable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD LONDON, ENGLAND.

Agents in Hongkong:—A. S. WATSON & Co.

E3

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... „ 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON,	HANKOW,
CHEFOO,	PEKING,
CHINKIANG,	SWATOW,
FOOCHOW,	TIENTSIN.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
„ „ 6 „ ... 4%
„ „ 12 „ ... 5%

E. W. RUTTER,
Acting Manager.

Hongkong, October 16, 1899. 1976

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, May 20, 1899. 846

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, ...£1,000,000.
PAID UP CAPITAL, ...£ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors.

CHEN KIT SHAN, Esq. D. GILLIES, Esq.
SHOW TENG SHANG, Esq. KWAN HOI CHUEN, Esq.
J. T. LAUTS, Esq.

Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ... 5%.
Hongkong, May 30, 1899. 171

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... ... „ 12,000,000
CAPITAL UNCALLED ... ... „ 12,000,000
RESERVE FUND ... ... „ 7,500,000
HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG AGENCY.—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months. 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

S. CHOH, *Agent.*

Hongkong, October 4, 1899. 580

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$11,000,000.
RESERVE LIABILITY OF PROPRIETORS .....$10,000,000.

COURT OF DIRECTORS:—
R. M. GRAY, Esq.—Chairman.
N. A. SIEBS, Esq.—Deputy Chairman.

E. Goetz, Esq.	David Meyer Moses, Esq.
Armin Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachsa, Esq.
Hon. J. J. Keswick	
Alex. MacConachie, Esq.	

R. Shewan, Esq.
CHIEF MANAGER:
Hongkong—Sir T. JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

T. JACKSON,
Chief Manager.

Hongkong, October 17, 1899. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1899. 1517

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 20,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
„ 6 „ .....3½ %
„ 3 „ .....2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, April 29, 1899. 2340

Insurances.

THE IMPERIAL MARINE INSURANCE Co., LTD., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

GEO. R. STEVENS & Co.,
Agents.

Hongkong, January 5, 1899. 45

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £150,000.
TOTAL INVESTED FUNDS EXCEED £3,254,023.
TOTAL ANNUAL INCOME, £923,208.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1142

THE STANDARD LIFE ASSURANCE COMPANY

Has long taken the lead in SIMPLIFYING the CONDITIONS and LIBERALISING the CONTRACT of LIFE ASSURANCE, thereby given greatly Increased Security to the Holders of the Company's Policies.

For full Particulars and Rates, Apply to

DODWELL & CO., LD.,
Agents.

Hongkong, January 2, 1899. 3 83

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS IN 31ST DECEMBER, 1898, £13,959,969.

Authorised Capital £3,000,000.0.0
Subscribed Capital £2,750,000.0.0
Paid-up Capital .....£ 687,500.0.0
Fire Funds.....£2,765,469.7.11

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 28, 1899. 1537

Intimations.

JADESTONES & CURIOS FOR SALE.

SUN SHING,

EXPORTERS OF CHINA GOODS FOR OVER 60 YEARS,

AGENTS FOR KWONG MAN CHONG, OF PEKING IN

ANCIENT CURIOS, PEARLS, JADESTONE AND CRYSTAL WARE, &c.

GENUINE ARTICLES—MODERATE PRICES.

Inspection Invited.

1240 *No. 90, Queen's Road Central.*

Messrs. D. J. KEYMER & Co. beg to offer their services as AGENTS IN ENGLAND. Established in 1844, they have a thorough knowledge of the Markets, and experience of Eastern requirements.

The heads of the Firm give personal supervision to all business, and will appreciate the confidence invite those requiring RELIABLE AGENTS for purchase of goods, sale of produce, or other business, to entrust their interests to them. Machinery orders are attended to by an expert.

1, WHITEFRIARS STREET, LONDON. TELEGRAMS: "KEYMER, LONDON."

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICES:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES:—
MIKE COAL MINES.
KANADA COAL MINES.
HOKOKU COAL MINES.
YOSHINOTANI COAL MINES.
OHNOURA COAL MINES.
No. 1, OITSUJI COAL MINES.
ICHAMURA COAL MINES.
KISHIMA COAL MINES.
YOSHIO COAL MINES.
YAMANO COAL MINES.
MANOURA COAL MINES.
THE OSAKA SHOSEN KAISHA, LTD.
TOKIO MARINE INSURANCE Co., LTD.
MEIJI FIRE INSURANCE Co., LTD.
KANEGAFUCHI COTTON SPINNING MILLS.
SHANGHAI COTTON SPINNING MILLS.
TOKIO COTTON SPINNING MILLS, LTD.
MIKE COTTON SPINNING MILLS, LTD.
IMPERIAL GOVERNMENT PAPER MILLS.
ONODA CEMENT COMPANY.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, August 18, 1899. 1865

NOTICE TO ADVERTISERS.

OWING to the large and continued increase of SUBSCRIBERS to the

CHINA MAIL,

We are compelled to go to Press earlier. Alterations and additions to Advertisements on Pages 1 and 4, should be received here not later than 10 a.m. NEW ADVERTISEMENTS should be sent before 3 p.m.

BAIN & REID.

Hongkong, April 14, 1899.

Intimations.

Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S, LTD.

By Special Warrant Purveyors to The Queen and Empress of India.

CELEBRATED OILMAN'S STORES.

YARROW'S SHALLOW DRAFT STEAMERS.

STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. YARROW have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

The construction of shallow river vessels propelled on various systems has been made the speciality of Messrs. YARROW & Co., LTD.

For particulars apply to
YARROW & CO., LTD., Shipbuilders,
POPLAR, LONDON.

E19

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1790	10	3000	Comdr. A. H. Smith-Dorrien	Yangtse
Algerine	sloop	1050	6	1400	Commander E. J. W. Slade	Shanghai
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly	Nagasaki
Barfleur	battleship, 1st class	10,500	14	13,000	Hon. S. C. J. Colville, C.B.	Weihaiwei
Bonaventure	cruiser, 2nd class	4360	10	9000	Capt. R. A. J. Montgomerie, C.B.	Hongkong
Brisk	cruiser, 3rd class	1770	6	3500	Com. R. B. S. Wray	Weihaiwei
Centurion*	battleship, 1st class	10,500	14	13,000	Captain J. R. Jellicoe	Weihaiwei
Daphne	sloop	1140	8	2000	Joind. C. W. Winnington-Ingram	Nagasaki
Endymion	cruiser, 1st class	7350	12	10,000	Capt. G. A. Callaghan	Hongkong
Esk	g-bt. 3rd class coast defence	363	3	200	Lt.-Com. C. Chadwick	Shanghai
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Com. R. J. Keyes	Weihaiwei
Firebrand	gunboat, 2nd class	455	4	360	——	Hongkong
Handy	torpedo boat destroyer	275	6	4000	——	Hongkong
Hart	torpedo boat destroyer	275	6	4000	——	Masampo
Hermione	cruiser, 2nd class	4360	10	9000	Capt. R. S. D. Cumming	Hongkong
Humber	storeship	1640	—	1640	——	Hongkong
Iphigenia	cruiser, 2nd class	3600	8	9000	Capt. H. N. Dudding	Weihaiwei
Linnet	gun-vessel, 2nd class	756	2	870	Com. Wm. W. Smythe	Weihaiwei
Orlando	armoured cruiser, 1st class	5600	12	8500	Captain J. H. T. Burke	Yokohama
Peacock	gunboat, 1st class	755	6	1200	Lieut.-Com. J. G. Armstrong	Manila
Phœnix	sloop	1050	6	1400	Capt. R. P. Cochran	Singapore
Pigmy	gunboat, 1st class	755	6	1200	Lieut.-Com. J. F. Green	Hankow
Plover	gunboat, 1st class	805	6	720	Lt.-Com. C. V. de M. Cowper	Kobe
Redpole	gunboat	85	2	240	Lt.-Com. F. F. Haworth Booth	Singapore
Sandpiper	river gunboat	756	2	870	Lieut.-Comdr. H. C. Carr	West River
Swift	gun-vessel, 2nd class	4650	—	—	——	Hongkong
Tamar	receiving ship	363	2	200	Commodore Francis Powell	Hongkong
Tweed	g-bt. 3rd class coast defence	5600	12	8500	Lt.-Com. H. E. Hillman	West River
Undaunted	armoured cruiser, 1st class	14,000	16	12,000	Capt. A. C. Clarke	Manila
Victorious	battleship, 1st class	620	—	450	Capt. A. Schomberg	Weihaiwei
Waterwitch	Surveying ship	360	6	5900	Comdr. W. P. Dawson	Fu-ning
Whiting	torpedo boat destroyer	2750	4	1000	Lieut.-Com. E. Kelly	Hakodate
Wivern	coastdefenceship,armoured	150	2	560	Comdr. H. J. Davison	Hongkong
Woodcock	river gunboat	150	2	560	Lieut.-Com. H. D. S. Watson	Yangtse River
Woodlark	river gunboat				Lieut.-Comdr. Barton	Yangtse River

* Flagship of Vice-Admiral Sir E. H. Seymour, K.C.B. † Flagship of Rear-Admiral C. S. P. Fitzgerald.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Presidente Sarmiento	Argentine training vessel	2350	—	—	Captain Betbeder	Hongkong
Kaiserin Elizabeth	Austrian cruiser	4000	23	—	Capt. Julius Beck von Wellstaedt	Hongkong
Aspic	French gunboat	475	3	450	Commander Journe	Saigon
D'Entrecasteaux	French flagship	—	—	—	Captain de Moroll	Saigon
Descartes	French cruiser	4000	14	8500	Capt. Philibert	Foochow
Echireur	French cruiser	1668	8	2050	Capt. Toxier	Taku
Jean Bart	French cruiser	4500	—	—	Capt. Aubin	Nagasaki
Korsaint	French gunboat	1250	6	2200	Capt. de la Motte du Portail	Saigon
Léon	French gunboat	470	—	—	Capt. Amet	Shanghai
Pascal	French cruiser	3988	14	8500	Captain Motet	Kwongchowwan
Surprise	French gunboat	620	2	900	Captain de Plessiz	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Kwongchowwan
Deutschland	German ironclad	8000	—	8000	Captain Muller	Yokohama
Gefion	German cruiser	4100	10	9000	Captain Hollmann	Shanghai
Hansa	German cruiser	5900	30	10,000	Captain Pohl	Singapore
Iltis	German gunboat	—	10	—	Commander W. Laris	Yangtse River
Irene	German cruiser	4200	8	2930	Commander Obenheimer	Foochow
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Koellner	Nagasaki
Moove	German gunboat	800	—	—	Capt. Merten	——
Elba	Italian cruiser	2732	12	6500	Capt. Ceccani	Chefoo
Etna	Italian cruiser	3550	10	6983	Capt. Giovanni Cirrello	Chefoo
Liguria	Italian cruiser	2300	19	7000	Capt. S. Casella	Hongkong
Piemonte	Italian cruiser	2033	15	12,200	——	Shanghai
Stromboli	Italian cruiser	3898	12	6131	Captain Constantino	Shanghai
Africa	Portuguese transport	1460	—	—	Capt. Vasco Carvalho	Macao
Liberal	Portuguese gunboat	400	3	400	Comdr. Cunha Lima	Hongkong
Admiral Korniloff	Russian cruiser	5500	16	9000	Captain Yakolleff	Nagasaki
Abrout	Russian gunboat	810	2	730	Captain Piuoneg	Vladivostock
Bobr	Russian sloop	950	2	1150	Captain Boisman	Port Arthur
Dimitry Donskoy	Russian cruiser	6000	16	7000	Capt. Sharon	Vladivostock
Gaidamak	Russian gunboat	500	9	3500	Capt. Serebrennikff	——
Gremiastchy	Russian gunboat	1400	2	2000	Capt. Mikiashevsky	Nagasaki
Koreetz	Russian sloop	1200	9	2150	Captain Sillman	Nagasaki
Mandshur	Russian sloop	1200	3	1400	Commander Kachaloff	Chemulpo
Navarin	Russian 2nd class battleship	10,000	4	—	Captain Feniche	Nagasaki
Otvajny	Russian gunboat	1490	2	2000	Captain Copriznoff	Nagasaki
Pamiat Azova	Russian cruiser	6000	15	8000	Captain Niedermilles	Nagasaki
Rossia	Russian cruiser	12,200	28	—	Captain Domojiroff	Vladivostock
Rurik	Russian flagship	10,923	26	13,250	Comdr. Haupt	Nagasaki
Sibirsk	Russian gunboat	950	2	1125	Captain Barranoff	Port Arthur
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Melles	Port Arthur
Sivoutch	Russian gunboat	950	2	1120	Captain Soubatin	Nagasaki
Vladimir Monamach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchtomsky	Nagasaki
Vsadnik	Russian gunboat	500	11	3500	Capt. Rogulia	——
Zabijaka	Russian cruiser	1230	6	1134	Commander Komaroff	Vladivostock
Baltimore	U. S. cruiser	4413	10	10,063	Captain J. M. Forsythe	Manila
Bennington	U. S. gunboat	1710	6	2433	Commander E. D. Taussig	Manila
Callao	U. S. gunboat	137	1	255	Lieut. Benjamin Tappan	Manila
Castine	U. S. gunboat	1177	8	2190	Commander S. W. Very	Manila
Charleston	U. S. cruiser	3730	8	6668	Captain E. W. Pigman	Manila
Concord	U. S. gunboat	1700	6	3405	Lieut.-Com. J. B. Briggs	Manila
Helena	U. S. gunboat	1397	8	1988	Captain E. K. Moore	Manila
Manila	U. S. gunboat	1057	2	760	Lieut.-Com. A. P. Nazro	Manila
Monadnock	U. S. monitor	5950	8	3000	Commander J. McGowan	Manila
Monocacy	U. S. gunboat	1370	6	850	Comdr. G. A. Bicknell	Shanghai
Monterey	U. S. monitor	4084	4	5243	Comdr. K. H. C. Leutze	Manila
Oregon	U. S. 1st class battleship	10,288	16	11,111	Captain G. F. F. Wilde	Hongkong
Petrel	U. S. gunboat	892	4	1046	Commander C. O. Cornwell	Manila
Princeton	U. S. gunboat	1000	6	800	Commander Harry Knox	Manila
Wheeling	U. S. gunboat	1000	6	1081	Commander W. T. Burwell	Manila
Yorktown	U. S. gunboat	1000	6	1801	Commander C. S. Sperry	Iloilo
Yosemite	U. S. cruiser	6172	10	3800	Captain G. E. Ide	Guam

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